

# AMERICAN RAILROAD JOURNAL, AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.

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THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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A. & G. RALSTON & Co. Philad. Pa. [See Adv.]  
THOMAS & EDMUND GEORGE, Philadelphia. [See Adv.]

## NICOLL'S PATENT SAFETY SWITCH FOR RAILROAD TURNOUTS.

This invention, for sometime in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design. It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

G. A. NICOLLS, Reading, Pa.  
Jan. 1, 1845.

## TO IRON MANUFACTURERS.

The subscribers as Agents of Mr. Geo. Crane of Wales, having obtained a patent in the United States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the patent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licences for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & Co.  
No. 4 South Front street, Philadelphia, Pa.

## S. VAIL, Proprietor of the Speedwell Iron Works, near Morristown, N. J. can supply at short notice railroad companies and others, with the following:

Wrought Iron Tyres made from the best iron and of any given diameter, and warranted to be sound in the welding. Railroad companies wishing to order, will be pleased to give the exact inside diameter or circumference to which they wish the tyres made, and they may rely upon being served according to order, and also punctually, as a large quantity in the strait bar is kept constantly on hand. Crank axles for locomotive engines, made from the best Pennsylvania iron. —Straight axles for locomotives for outside connection engines. Frames for engines. —Wrought iron work for steamboats, and shafting of any size. Cotton screws of any length or size. Railroad Jack screws, a late invention, and highly approved. Self-acting pumping apparatus for railroad water stations. He refers to the following gentlemen:

Baldwin, Vail and Hufty, Philadelphia; Wm. Norris, Philadelphia; N. Campfield, Savannah, Ga.; J. and S. Bones, Augusta, Ga.; D. F. Guez, New Orleans, La.; Adam Hall, New York; J. P. Allaire, New York; William Parker, Boston, Mass.; George W. Schuyler, New York.

## VALUABLE PROPERTY ON THE MILL DAM FOR SALE.—A Lot of Land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and East of Parker street, containing 63,497 square feet, with the following buildings thereon standing:

Main Brick Building, 120 feet long, by 46 feet wide, two stories high. A Machine Shop, 47x43, with large Engine, Face, Screw, and other Lathes, suitable to do any kind of work.

Pattern Shop, 35x32 feet, with Lathes, Work Benches, &c. Work Shop, 56x35 feet, on the same floor with the pattern shop.

Forge Shop, 118 feet long by 44 feet wide on the ground floor, with two large Water Wheels, each 16 feet long, 9 feet diameter, with all the Gearing, Shafts, Drums, Pulleys, &c., large and small Trip Hammers, Furnaces, Forges, Rolling Mill, with large Balance Wheel and a large Blowing Apparatus for the Foundry.

Foundry, at end of Main Brick Building, 60x45 feet, two stories high, with a shed part 45x20 feet, containing a large Air Furnace, Cupola, Crane and Corn Oven.

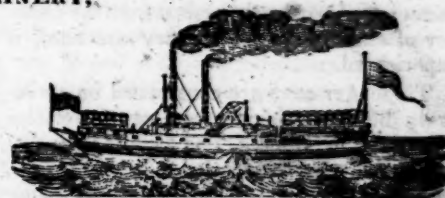
Store House—a range of Buildings for Storage, etc., 200 feet long by 20 wide.

Locomotive Shop, adjoining Main Building, fronting on Parker street, 54x25 feet.

Also—A Lot of Land on the Canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler House 50 feet long by 30 feet wide, two stories. Blacksmith Shop, 49 feet long by 20 feet wide.

For terms, apply to HENRY ANDREWS, 48 State street, or to CURTIS, LEAVENS & CO., 106 State street, Boston, or to A. & G. RALSTON & CO., Philadelphia.



## MACHINE WORKS OF ROGERS, KETCHUM & GROSVENOR, Paterson, N. J.

The Undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works being extensive and the number of hands employed being large, they are enabled to execute both large and small orders with promptness and despatch.

### Railroad Work.

Locomotive Steam Engines and Tenders; Driving and other Locomotive Wheels, Axles, Springs and Flange Tyres; Car Wheels of cast iron, from a variety of patterns, and Chills; Car Wheels of cast iron with wrought Tyres; Axles of best American refined iron; Springs; Boxes and Bolts for Cars.

### Cotton, Wool and Flax Machinery

of all descriptions and of the most improved Patterns, style and workmanship.

Mill Gearing and Millwright work generally; Hydraulic and other Presses; Press Screws; Callenders; Lathes and Tools of all kinds; Iron and Brass Castings of all descriptions.

### ROGERS, KETCHUM & GROSVENOR,

Paterson, N. J. or 60 Wall street, N. Y.

## MESSRS. EDITORS:—As your paper is devoted to the benefit of the public in general, I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadelphia, Wilmington and Baltimore Railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large eight wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstance attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan, the same kind of accident would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Delaware, Sept. 23, 1840.

The undersigned take pleasure in attesting to the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,  
GEORGE CRAIG, Superintendent,  
JAMES ELLIOTT, Sup't Motive Power,  
W. L. ASHMEAD, Agent.

A model of the above improvement is to be seen at the N. Jersey Railroad and Transportation Office, No. 1 Hanover st., New York.

## TO RAILROAD COMPANIES AND MANUFACTURERS OF RAILROAD MACHINERY.—The subscribers

have for sale American and English Bar Iron, of all sizes; English Blister, Cast, Shear and Spring Steel; Juniata Rods; Car Axles, made of double refined iron; Sheet and Boiler Iron, cut to pattern; Tiers for Locomotive Engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article.

The Tyres are made by Messrs. Baldwin & Whitney, Locomotive Engine Manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE,

N. E. corner 12th and Market streets, Philadelphia, Pa.

**TO THOSE INTERESTED in Railroads.** Railroad Directors and Managers are respectfully invited to examine an improved Spark Arrester, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are used, is experienced.

These Arresters are constructed on an entirely different principle from any heretofore offered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks, passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust, they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity, to the bottom of this chamber; the smoke and steam passing off at the top of the chimney through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits.

E. A. Stevens, pres't Camden and Amboy railroad company; Richard Peters, superintendent Georgia railroad, Augusta, Ga.; G. A. Nicolls, sup't Philadelphia, Reading and Pottsville railroad, Reading, Pa.; W. E. Morris, pres't Philadelphia, Germantown and Norristown railroad company, Philadelphia; E. B. Dudley, pres't W. and R. railroad co., Wilmington, N. C.; Col. James Gadsden, pres't S. C. and C. railroad comp'y, Charleston, S. C.; W. C. Walker, agent Vicksburg and Jackson railroad, Vicksburg, Miss.; R. S. Van Rensselaer, engineer and sup't Hartford and N. Haven railroad; W. R. McKee, sup't Lexington and Ohio railroad, Lexington, Ky.; T. L. Smith, sup't N. Jersey railroad trans. co.; J. Elliott, sup't motive power Philadelphia and Wilmington railroad, Wilmington, Del.; J. O. Sterns, sup't Elizabethtown and Somerville railroad; R. R. Cuyler, pres't Central railroad co., Savannah, Ga.; J. D. Gray, sup't Macon railroad, Macon, Ga.; J. H. Cleveland, sup't Southern r. road Monroe, Mich.; M. F. Chittenden, sup't M. P. Central railroad, Detroit, Mich.; G. B. Fisk, president Long Island railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin and Whitney, of this city, will be promptly executed.

FRENCH & BAIRD.

N. B. The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

Philadelphia Pa., April 6, 1844.

**TO IRON MASTERS—FOR SALE,** Mill Sites in the immediate neighborhood of *Bituminous Coal* and *Iron Ore*, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY,  
Civil Engineer,  
No. 23 Chambers st., N. Y.

**SAMUEL NOTT**, Civil Engineer, Surveyor and General Agent, Bangor, Me. Railroads, Common Roads, Canal, Factory and Mill Sites, Towns, Farms, Wild Land, etc., etc., surveyed. Plans and Estimates for Buildings, Bridges, etc., prepared, and all appertaining business executed.

— REFERENCES. —

Col. James F. Baldwin and Col. J. M. Fessenden, Civil Engineers, Boston; Wm. Parker Esq. Engineer and Superintendent Boston and Worcester railroad.

**SPRING STEEL** for Locomotives, Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from 1½ to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOHN F. WINSLOW, Agent,  
Albany Iron and Nail Works, Troy, N. Y.

**ANDREW MENEELY'S** Manufacturing Establishment, West Troy, Albany County, New York. The subscriber manufactures and keeps constantly on hand Theodolites, Transit instruments, Levels, etc., of the most approved construction. He would invite the attention of surveyors to his Improved Compass, which is almost equal to a Theodolite, inasmuch as angles can be taken without the needle. Angles of elevation can be taken with precisely the same accuracy as horizontal angles. Town clocks, with dead beat escapements, warranted to perform in the best manner, and keep correct time. He still continues to cast Church Bells, warranted not only to stand, but tone such as to give satisfaction and please, and fastens to them cast iron yokes, ready to hang. Also steamboat and factory bells, of all sizes, constantly on hand: and copper and brass castings of every description made to order.

**PATENT Hammered Railroad, Ship and Boat Spikes.** The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of railroad, ship and boat spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscribers at the works, will be promptly executed.

JNO. F. WINSLOW,

Agent Albany Iron and Nail Works.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; Jas. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston.

**PATENT RAILROAD, SHIP AND Boat Spikes.** The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of wrought Spikes and Nails from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent,) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with spikes made at the above named Factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory prices by I. & J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water street, New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his spikes.

**W. R. CASEY, CIVIL ENGINEER,** No. 23 Chambers street, New York, will make Surveys, Estimates of Cost and Reports for Railways, Canals, Roads, Docks, Wharves, Dams and Bridges of every description, with Plans and Specifications, and when required, superintend their execution.

He will also make Surveys of Estates, with correct maps and descriptions of the same; and examine and report on the best mode of rendering them productive by draining, mines, quarries, water power, roads, bridges, wharves, etc.

**R. F. LIVINGSTON**, Civil Engineer Hudson, New York. Refer to W. R. Casey, 23 Chambers st., N. Y.



[For the American Railroad Journal]

## NEW YORK AND ERIE RAILROAD.

As this road is attracting very general attention at this time, and many, not fully informed as to its merits, present condition, and necessities, are desirous of obtaining information upon the subject, we present them with the following condensed statement, made from the Reports of the Board of last year, with such alterations as the statistics, furnished since the date of those Reports, would seem to warrant.

*Present Condition of the Work.*

53 miles are completed and furnished with the necessary engines, cars, &c., and in profitable operation.

11 miles completed, but not in use.

177 miles of graded and piled road, ready for the superstructure; on one half of which the bridges are constructed

40 miles grading nearly finished.

The right of way obtained for 325 miles.

Permanent arrangements completed for building and maintaining fences upon 220 miles.

350 miles finally located, and the necessary surveys nearly complete for locating the remaining distance.

Other property of great value, consisting of rail timbers and cross ties, ready for use; lands for depots, and donations of real estate.

A considerable portion of the road is graded for a double track.

*Cost of finishing the Work.*

Grading, and all other expenses except iron rails, spikes and castings, as per estimates made 3 years since, - \$3,849,161 49

36,153 tons iron rails at the present prices, including \$8 50 per ton for distributing along the line, - 2,368,021 50

(The heavy I rail has been used upon those portions of the road already completed; and this estimate supposes the same kind will be used upon the unfinished portion.)

1,057,224 lbs. spikes, at 6c. } 194,931 48  
4,383,268 " castings, at 3c. }

\$6,412,114 47

The cost of doing work at the present time, as shown by the proposals for constructing 15 miles lately advertised by the Company for competition, is at least 20 per cent. less than the prices used in making the estimate for grading, &c. embraced in the above. It is reasonable, therefore, to diminish the total cost of completing the grading by that per centage, which amounts to - 769,832 29

Leaving the am't to be expended, \$5,642,282 18

*Cost of the work to stockholders when finished.*

Amount already expended, including the indebtedness of the Company, - \$4,734,872 66

Required to complete, - 5,642,282 18

\$10,377,154 84

By an act of the Legislature of 1843, the State Loan of \$3,000,000 will be given to the Co. provided the work is resumed before the 1st April, 1845, and completed within 5 years. If the proposed plan for procuring subscrip-

tions should prove successful, and the condition of that act be complied with, then the net proceeds of that loan should be deducted from the cost of the work to the stockholders.

The amount realised from the loan is - \$2,639,457 32

Of the earnings of the Eastern division, rent of offices, &c., there has been expended in construction, up to April 15, 1842, - 21,848 16

Making to be deducted, 2,661,305 48

Leaving as the cost of the work, \$7,715,849 36

But for safety, let us add for contingencies, - 284,150 64

Making the total cost of the road to stockholders, - \$8,000,000 00

Or \$17,777 77 per mile, for a road 450 miles long, and in no respect inferior to any work of a similar character in the Union.

*Income.*

The Eastern Division has been in operation 3 years up to Sept. 30th, 1844, and the earnings and net revenue have been as follows:

	Total Earnings.	Net Revenue.
1st year, - -	\$78,526	\$31,732
2d year, - -	95,735	43,216
3d year, - -	122,769	55,790

Making the average annual net revenue \$43,576.

With a view of deducing from the results of the operations of the E. Division, a basis of calculation for determining the net revenue to be expected from the whole road, much pains have been taken in ascertaining—

That the area of country contributing this revenue does not exceed 440,000 acres.

That the population of that area does not exceed 40,000.

That the average annual net revenue derived from the area named is \$43,576.

Now by dividing the area of country tributary to the road into districts, whose centres are 50 miles apart on the line of the road, and assuming \$40,000, instead of \$43,576, to be the net earnings from a population of 40,000, and that a like population on other portions of the line will produce a like amount of surplus products to be sent to market, and allowing for the increase of receipts from the same amount of tonnage, on account of the greater distance to be transported,—the value of the business of each division will be ascertained with great accuracy, and will be found to be as follows:

	Population.	Net Revenue.
1st dist. 50 miles, 40,000,	yields \$40,000	
2 " 100 " 28,000 "	" 56,000	
3 " 150 " 51,000 "	" 153,500	
4 " 200 " 135,000 "	" 540,000	
5 " 250 " 87,000 "	" 435,000	
6 " 300 " 45,000 "	" 270,000	
7 " 350 " 48,000 "	" 376,000	
8 " 400 " 35,000 "	" 280,000	
9 " 450 " 62,000 "	" 558,000	

Total, \$2,708,500

To some this amount may seem large—greater than will be realised. Let such bear in mind—

1. That the charges for transportation upon the E.

Division, upon which this estimate is based, are one-third less than upon the principal roads in the country, and that the net revenue last year was over \$15,000 greater than the amount used in these calculations.

2. That no notice is taken of the business to be brought to the road from the lakes, some idea of which may be formed from the fact that the number of tons passing through Buffalo East and West is over 340,000 per annum, as shown by the Report of the Commissioners of the Canal Fund for 1843.

The number of passengers connected with this large and rapidly increasing business must be on the same scale. But the Board have not been able to obtain any accurate statistics by which to present it.

From the best information in their power, it is believed that during seven months of the year at least 300 passengers each day arrive at Buffalo from the lake, and that 600 each day are conveyed westward in steamboats and vessels.

The inducements which the New-York and Erie Railroad can offer to this large amount of business, are as follows:—

By the report of the Superintendent of the Eastern Division of the New-York and Erie Railroad, it appears that passengers can be conveyed from Lake Erie to the city of New-York in 24 to 26 hours; that a charge of \$10 per passenger will afford a profit of \$3 to \$5 per passenger; that light freight can be transported over the road in 24 to 26 hours; that a charge of \$15 to \$20 per ton will give a profit of \$5 to \$10; and that heavy freight can be transported in 48 to 50 hours, and that a charge of \$8 to \$15 will yield a profit of \$3 to \$8 per ton.

The existing communications, which will more immediately compete with the New-York and Erie Railroad for the lake business, are the Erie Canal and the northern line of Railroads to Albany.

From information obtained from parties engaged in the freighting business between Buffalo and New-York, the following table has been prepared:

*Freight from Buffalo to New-York, through in 7 to 9 days.*

On Flour, . . .	\$10 00 per ton
" Wheat, Corn, &c. .	9 50 "
" Pork, Beef, &c. .	9 50 "
" Wool, Skins, &c. .	19 50 "

*Freight from New-York to Buffalo, through in 7 to 9 days.*

On Groceries, &c. .	\$21 00 per ton
" Dry Goods, &c. .	24 00 "
" Pig Iron, . . .	10 00 "

3. That it is a well established fact, that transportation on a long road will yield larger profits than a short one, the expenses of operating not being in direct proportion to the distance passed over.

4. That this estimate refers strictly to the population and resources of the country as they now exist, and no allowance is made for the increase of either, or for the additional stimulus to surplus products, which invariably follows the creation of improved modes of transportation; and,

5. That no notice is taken of the receipts to be derived from the transportation of the U. S. mail, which alone, at \$250 per mile, (less than is paid on other roads,) would amount to more than \$100,000 per annum.

When all these and other causes, having a direct tendency to increase the revenues, are taken into consideration, every one will see that instead of the amount being too high, it is probably nearly *one-half* too low.

No doubt, therefore, as to the productiveness of the road can exist.

Aside from the large dividends to be reasonably expected, there are other benefits of a general character which will most certainly follow its completion.

First. The increase in the value of real and personal estate in this city.

It is ascertained that the value of the real and personal property of this city, at the close of the war in 1815, was \$81,636,042

That at the completion of the Erie Canal in 1824, it was 83,075,676

The first year it was opened, in 1825, it was 101,160,046

At the completion of the Ohio

Canal in 1832, it was 146,302,618

And in 1840, 252,135,515

During the later period, (from 1832 to 1840,) about 500 miles of railroad were put in operation in this State, and about 2,500 in other States. Thus it will appear that since the introduction of the railroad system, the value of real and personal estate in this city has increased over \$100,000,000. The increased value of real estate alone, from 1831 to 1840, was over \$91,000,000.

Second. The decrease in the cost of articles of country produce consumed in this city.

Great pains have been taken to ascertain the value of produce annually consumed here, and it is believed that the consumption in this city and Brooklyn, and the supplies for shipping, do not fall short of \$25,000,000. Now, the saving to consumers upon the item of milk alone has been about \$400,000 per annum, the price having been reduced *one-third* since the opening of the Eastern Division. The cost of poultry, fresh meats, &c., has been reduced in about the same proportion, but suppose the reduction upon all articles consumed to be but 20 per cent., and yet the saving will be \$5,000,000 per annum.

But this article has already reached a greater length than we intended, we will therefore close by quoting the following plan for resuming the construction of the work, as recommended by the present Board:—

To complete the entire line of the road, six millions of dollars is deemed necessary and sufficient. Towards this sum, the Bonds legally authorized are an eligible and safe reliance for three millions. From a variety of considerations, it is believed to be quite safe to rely upon the interior counties for further aid to the amount of one million. So that to insure the immediate progress and early accomplishment of the entire work, a subscription of two millions of dollars only is required. With such a subscription, the Board would have no hesitation in proceeding with the work, in the confidence that no further call upon the citizens of this city will be necessary.

Believing this to be the smallest amount that would give to the stockholders sufficient confidence of success to render their subscriptions safe

as an investment, and that subscriptions to this amount will not be deemed impracticable, or out of proportion for this city, it is proposed to give notice in due form within a few days, comprising substantially the following conditions, viz.

1. That books of subscription to the capital stock will be opened for two millions of dollars; the option being reserved by the Board of accepting such further subscriptions as may be made prior to the 1st day of April, 1845.

2. That if two millions, and no further sums, should be subscribed by that date, the Board will rely on subscriptions for one million in the interior counties, so as to make an aggregate of three millions, which, with the like amount of bonds, as authorised by the Legislature, is deemed sufficient to complete the Road from the Hudson to the Lake in such time and manner as to secure all the benefits of the Law of April, 1843.

3. That an instalment of \$5 per share be called at the pleasure of the Board after the 1st day of January, 1845, and that subsequent instalments be restricted to \$20 per share in 1845; \$30 in 1846; and \$45 in 1847.

4. That as an equitable, and under existing circumstances, an expedient measure, interest at the rate of six per cent. per annum be allowed on all the instalments on the stock which shall be subscribed, from the dates of the respective payments until the whole line of the road from the Hudson to Lake Erie shall be put in operation; and that the same be liquidated and paid yearly on the 1st day of January.

In pursuance of such views, the books of subscription to the capital stock of the Company have been opened at the office, No. 34 Wall street, and the members of the Board are zealously engaged in making personal applications to our citizens for their subscriptions. We learn from good authority, that over half a million of dollars has already been subscribed.

#### PENNSYLVANIA.

We find the following abstract of the Governor's Message in the Philadelphia Inquirer:

A review is given of the financial condition of Pennsylvania when the Governor entered upon the duties of his office; and of the measures that were immediately taken to improve the condition of public affairs. The various Tax Bills suggested and adopted are analysed, and the difficulties and embarrassments of the State are adverted to.

The entire amount of the public debt at this time is \$40,835,013. The interest due in February next, is \$873,515; in addition to \$97,880 of interest on interest certificates. The amount in the Treasury on the 1st of February is estimated at \$963,030, which embraces the sum of \$50,000 of relief notes, which the State Treasurer withheld from cancellation on the 31st December, and which, if needed, may be applied by the Legislature to the payment of interest on the public debt.

From the facts here presented, the Governor says, it is evident that the Commonwealth will be prepared to meet her interest falling due on the 1st of February. Attempts, it is true, have been made to create doubts in the public mind in relation to the propriety of paying the interest on that day, lest there should be a deficiency in the Treasury, on the 1st of August. But it must be perfectly evident that the Treasury will be in ample funds, not only on the first of August next, but also on the first of February, 1845. And the very fact that the interest is paid on the first of February next, will increase the means and credit of the State to meet its interest in August, and afterwards, when it falls due.

While, on the other hand, if when it is admitted that enough money to discharge the interest on the first of February, is in the Treasury, applicable to that object, and it is not so applied, we shall with much appearance of justice, subject ourselves to the reproach of our traducers, as wilfully dishonest, and regardless of the faith and honor of the State.

The Governor felicitates the public on this cheering aspect of affairs.

The tolls collected in 1844, amount to \$1,167,603 42, being an increase over 1843 of \$172,199 10. The collections for the year exceed the expenditures the sum of \$629,658 82.

The State Treasurer estimates that there will be a balance in the Treasury on the 30th of November, 1845, of \$647,345; and this after the interest on the public debt shall have been paid. There is, therefore, says the Governor, no manner of doubt that, henceforth, the State will be able to meet, not only the interest on her public debt, but all her other engagements of every description; the taxes now imposed by law, (if their collection and payment into the Treasury be strictly enforced,) and the proceeds of the public improvements, with other sources of revenue, constituting a fund amply sufficient for that purpose.

#### RAILROADS IN SCHUYLKILL COUNTY.

The following is the quantity of coal transported over the different Railroads in Schuylkill county, for the year 1844, in comparison with the former year:

	1844.	1843.
West Branch,	334,027	277,474
Mount Carbon,	202,742	147,481
Mill Creek,	75,636	48,878
Schuylkill Valley,	109,865	90,372
Little Schuylkill,	56,669	31,281
Pinegrove,	34,916	22,905
	833,895	618,391
	618,391	

Increase in 1844, 215,504

The whole distance of the West Branch Road, (terminating at Schuylkill Haven,) is laid down with substantial iron rails. The Company is doing a thriving business, declares a dividend annually of at least 12½ per cent., and the stock is now worth \$73 for \$50 paid.

The Mount Carbon Road, which terminates at Pottsville, has never paid a dividend, from some cause or other. Part of this road was laid down with iron rails during the past season, and the same material will also be substituted on the other portions as soon as possible, probably during the present year. This road ought to be profitable to the stockholders.

Arrangements have been made to widen the track of the Mill Creek Road, which terminates at Port Carbon, so as to connect it with the branch of the Reading, Mount Carbon and Port Carbon Railroad. We learn it will be ready for use early in the ensuing season. This road pays annual dividends, and is considered good stock.

The Schuylkill Valley Road is nearly all graded for laying down an iron track the whole distance of 12 miles to Tuscarora. This road will connect with the Mount Carbon Railroad at Port Carbon, and renders accessible an extensive portion of the Schuylkill coal region. It will also be ready for business early in the spring. This road (although it has not yet paid a dividend) ought to be one of the most profitable in the county, and probably will be soon after the new road is laid. Connecting links will be made by the Reading Railroad with all the Roads in the Schuylkill coal region when the two last are completed.



**RAILROAD FROM CLEVELAND TO THE OHIO.**—A project is under discussion to construct a Railroad from Cleveland to the Ohio river at Wellsville, or Beaver, &c. Distance, with the curvatures of the road, say 90 miles, cost \$15,000 a mile. Capital required to complete the road, and place upon it the requisite number of locomotives and cars, \$1,500,000. The income from all sources is estimated at \$700 a day, equal to 14 per cent. per annum! The time to pass from Detroit, by this route, to New York will be about the same as by way of Buffalo and Albany.—*Cin. Gaz.*

**OUR COAL STATISTICS.**—We publish in another part of the Journal, our annual coal statistics. They are not all completed, but correct so far as they go. The dose will, however, be found sufficient for one week. We would also remark that these statistics have cost us both time and money to prepare: and we hope we will receive the proper credit. The only statistics of the anthracite coal trade in the United States have been prepared in this office. They have in several instances been copied without credit—then re-copied, and credited to the papers who cribbed them. This is not 'doing unto others as you would wish to be done by,' to say the least of it.—*Miners' Journal.*

**THE COAL TRADE.**—It was our intention to lay before our readers our annual tables, showing the state and progress of the anthracite coal trade in the United States—but the short period that intervened between the first of January and our day of publication, and having been disappointed in receiving the official quantity shipped from two districts, we have concluded to postpone their publication until next week. In the mean time, we give below the quantity shipped from this region.

*By Railroad.*

Schuylkill Haven,	272,528 06
Pottsville,	168,962 08
	441,490 14

*By Canal.*

Pottsville & P. Carbon	278,459 00
Schuylkill Haven,	61,675 00
Port Clinton,	58,309 00
	398,443 00

	839,933 14
To which add from Swatara region,	31,531 00

Total from Schuylkill county, 871,464 14

Making 871,464 tons of coal shipped from this county during the year 1844, which exceeds the quantity shipped last year by 171,264 tons, and the amount sent from all the Anthracite regions in 1840, by upwards of 6000 tons.

Should nothing intervene to check the growing prosperity of the country, we confidently anticipate a shipment of at least *one million of tons* of coal from Schuylkill county the present year.—*Miners' Journal.*

**THE IRON TRADE.**—This interest, which is fast growing in importance in our country, appears to be also increasing in Europe somewhat rapidly, a circumstance worthy of note here. Prussia employs in furnaces for the manufacture of pig iron, 8,674 workmen, who produce 120,000 tons annually; and 6,049 workmen, who produce 73,000 tons of bar and plate iron. In Bavaria, 14,750 tons of cast and wrought iron are annually produced. In Wirtemberg, 8,900; in Baden, 11,750; in Saxony, 12,150; and in the other German States of the Zoll-Verein is, cast iron, 191,156; wrought iron, or works in cast and wrought iron, 187,324 tons. In proportion to the population these quantities are not great, since they only amount to 15

lbs. for each person throughout the confederation. In France, the proportion is above 22 lbs.; in Belgium it is about 36 lbs.; and in England it is as high as 55 to 56 lbs. to each person.

**A NEW LOCOMOTIVE.**—Many of our scientific fellow citizens were much gratified yesterday, with an examination of the model and principle of a new locomotive, invented by Mr. Ezra Coleman, of this city. The object of the principle discovered by Mr. C. is to overcome the difficulties of railroad travelling which are presented by inclined planes. By this locomotive there will be no occasion for stationary steam engines, as at the Schuylkill Inclined Plane—the new screw power introduced, enabling Mr. C.'s engine to ascend and descend with ease and safety. The model was exhibited at the office of our friends, Messrs. McMakin and Holden, of the Saturday Courier, where it may be seen until one o'clock this afternoon.

**U. S. REVENUE CUTTERS.**—The amount of money expended upon the construction of iron revenue steamers, up to the 1st of December, 1844, is for the John Tyler, at Pittsburgh, 469 tons, \$68,468 48; Jefferson, at Oswego, 343 tons, \$65,077 38; Spencer, at New York, 398 tons, \$86,779 27; Legare, at New York, 398 tons, \$82,001 22; Dallas, at Buffalo, 392 tons, \$56,254 65; McLane, at Boston, 368 tons, \$69,705 95. Total, \$425,286 35. There are fourteen revenue cutters now in service, besides the two iron steamers just constructed, the Legare and the Spencer—the first upon Ericsson's, and the latter upon Hunter's plan. The Dallas, now on the stocks at Buffalo, is in a state of forwardness, and will be launched sometime during the early part of next season.—*Philadelphia Inquirer.*

The Philadelphia Inquirer says that a new plan has been adopted for the warming of railroad cars by the Camden and Amboy Railroad Company. It is thus described:

A small boiler is attached to the upper part of the stove in the cars; two inch copper pipes are attached to this boiler, and these pipes are conveyed under the seats; and thus, being constantly filled with hot water, heat is thrown out in every quarter with entire safety, and to the evident enjoyment of travellers. We learn that the public are indebted for this new and very commendable feature, to the foresight and enterprise of Edwin Stevens, Esq., one of the most efficient members of the Board of Managers.

**GEORGIA RAILROAD.**—We are gratified to be informed that the Georgia Railroad has been opened for the accommodation of both freight and passengers to Covington, 25 miles beyond the late terminus at Madison. The road beyond that is graded as far as Whitehall, where it connects with the State road, and will be finished for that distance in September next. At the same period the State road will be in operation as far as Cassville, within 17 miles of the Coosa, and 60 of the Tennessee river.—*Charleston Mercury.*

**BATTIN'S COAL BREAKER.**—It is but ten months since the first Breaking Machine was erected at Mr. Bast's mines, in this region, by Mr. Battin, as an experiment. So superior is this improvement considered to others invented for said purpose, that no less than *fourteen* have already been erected at the following Collieries in this region, and preparations are making to erect four or five more.

Gideon Bast,	1
M. G. & P. Heilner,	2
Milnes & Co.	1

G. Spencer & Co.	1
A. B. White,	1
Milnes & Haywood,	1
William Payne,	1
Delaware Coal Company,	1
George H. Potts,	1
A. Ronaldson,	1
James C. Oliver,	1
Jonathan Wasley,	1
Lumison & Gaskill, Swatara region,	1

Mr. Battin's receipts for his patent have been considerable during the last season, but so far, we learn, he has been barely remunerated for the expenses he incurred in making the different experiments in perfecting his coal breaker. It is but justice to add, that Messrs. Haywood & Milnes made several alterations in the machine erected at their collieries, which by some are considered improvements, but as the principle is the same, it is embraced in Mr. B.'s patent, and all differences have been adjusted between the parties.—*Miners' Journal.*

**EXTRAORDINARY HYDRAULIC PERFORMANCE.**

A most interesting exhibition of hydraulic prowess recently took place in Her Majesty's Dock-yard at Woolwich, where there is a floating caisson of large dimensions, from which it is occasionally necessary to remove the water. This has hitherto been accomplished by means of a pair of ten-inch pumps, fitted up in the best possible manner by an eminent engineering firm in London. These pumps have been worked by a party of thirty-two convicts, in two gangs of sixteen each, relieving each other at intervals of ten minutes, by which means the water has been pumped out in three hours and a half, the men at the end of that time being much distressed by their continued exertions. Mr. Walker (of Crooked-lane, King William-street,) having offered to raise the required quantity of water in *half the time*, with *half the number of hands*, by means of his new invented pump, of which we gave an account in vol. xl. page 307, his proposal was made known to the Board of Admiralty, who immediately called upon Mr. Walker to fulfil his promise. Mr. Walker accordingly fitted up a pair of twelve-inch pumps worked by a rotary motion, which were completed and tried on the 20th of September last, under the superintendence of Captain Dennison, R.E., in the presence of Lord Adolphus Fitzclarence, Sir Francis Collier, Mr. Oliver Lang, and the principal authorities of the Dock-yard, who seemed to take a lively interest in the experiment, as the speedy emptying of the caisson is to them a matter of great moment. The new pumps were manned by fourteen convicts (the same formerly employed in this work) in two gangs of seven each, relieving each other at intervals of fifteen minutes. In *one hour and fourteen minutes* the required task was accomplished, the men being in no way fatigued! The quantity of water raised was about 3,350 cubic feet, or 95 tons, lifted 13 feet high! The result of this trial created great astonishment among all present. Mr. Walker was warmly congratulated on having more than fulfilled his promise, and a full report of the trial was duly made to the Board.

By placing a second pair of Mr. Walker's improved pumps in the caisson, it may, in case of emergency, be emptied in half an hour by 28 hands, although with the former pumps 32 men could not accomplish that task in less than three hours and a half. It is always very desirable to have the power of quickly emptying the caisson, but under certain circumstances, in the event of fire for instance, it is of the utmost importance to be able to do so.

## ENGLISH RAILROAD SHARE-LIST.

NAME OF RAILWAY.	Miles opened.	Total sums, in pounds, authorized to be raised by shares.	Total sums, in pounds, authorized to be raised by loan or mortgage.	Total sums, in pounds, expended at dates of latest balance sheets.	Cost of working in pounds for six months as stated in latest balance sheets.	Total earnings, in pounds, for six months as stated in latest balance sheets.	Dividend at last meeting.		Paid on share.	Value of share.	NEW AND PROPOSED RAILWAYS.	Share Capital.
							Per share.	Per cent. per annum.				
							£ s. d.	£ s. d.				
Arboath and Forfar.....	15	102,000	35,000	138,870	39,261	53,203	0 12 6	2 10 0	25	27	Aberdeen.....	1,600,000
Birmingham and Gloucester.....	55	1,187,500	407,336	1,500,806	39,261	53,203	1 5 0	2 10 0	100	100	Barnsley Junction.....	200,000
Brandling Junction.....	23	161,700	365,470	481,452					4	10 0	Belfast and Ballymena....	385,000
Bristol and Gloucester.....	37 1-2	400,000	211,000					nihil.	30	36	Blackburn, & Accrington..	400,000
Chester and Birkenhead.....	14 1-2	750,000	143,170	518,989	5,856	13,148	0 8 6	14 0	50	50	Birk. and Chesh. Junction.	1,000,000
Dublin and Drogheda.....	31	450,000	150,000	500,869				nihil.	55	72	Bolt. Wigan and Liverpool	800,000
Dublin and Kingston.....	6	200,000	152,200	359,000			6 0 0	6 0 0	100	166	Caledonian.....	1,800,000
Dundee and Arbroath.....	16 3-4	100,000	49,445	153,416	2,989	6,993	1 5 0	5 0 0	25	29	Cambridge and Lincoln...	1,250,000
Durham and Sunderland.....	18 3-4	169,350	124,055	270,392	9,889	17,702		nihil.	34	36	Chatham and Portsmouth..	5,000,000
East County and North and East.....	86 1-4	443,200	341,155	3,931,905	47,385	118,726	1 6 6		45	54	Chester and Wrexham....	120,000
Edinburg and Glasgow.....	46	1,125,000	375,000	1,649,523	29,429	55,866	1 2 6	10 0	50	57	Churnet valley.....	1,800,000
Glasgow, Paisley and Ayr.....	51	937,500	1,066,951		12,446	36,736	1 2 6	10 0	50	60	Direct Northern to York..	4,000,000
Glasgow Paisley and Greenock.....	22 1-2	650,000	216,666	787,884	11,572	23,177	0 5 0	2 0 0	25	12	Dublin and Belfast.....	950,000
Grand Junction.....	104	2,478,712	2,453,169		84,309	195,080	0 0 0	0 0 0	100	210	Dundee and Perth.....	250,000
Great North of England.....	45	969,000	581,017	1,262,518	12,201	36,189	1 12 6	3 5 0	100	119	Edinburg and Northern...	800,000
Great Western.....	221 3-4	1,650,000	3,679,343	7,272,539	132,235	369,904	3 10 0	7 0 0	75	138	Ely and Bedford.....	270,000
Hartlepool.....	15 1-2	438,000	155,540	719,205	15,978	23,870		8 0 0	100	100	Glasgow, Dum. & Carlisle	1,300,000
Leicester and Swannington.....	16 1-4	140,000		140,000	2,207	6,317	1 5 0	5 0 0	50	57	Gt. South. and West. Ext.	1,200,000
Liverpool and Manchester.....	32	1,209,000	497,750	1,739,835	57,239	117,559	5 0 0	10 0 0	100	203	Gt. Grimsby and Sheffield	600,000
Llanelli.....	27	200,000	44,000	221,624	92,823	405,768	1 0 0	2 0 0	87	110	Harwich & E. coun. Junc.	160,000
London and Birmingham.....	112 1-2	874,976	1,928,845	6,393,468	15,978	23,870		10 0 0	100	218	Huddersfield & M. rl. & cl.	60,000
London and Blackwall.....	3 3-4	804,000	266,000	1,315,640	29,372	84,880	0 12 0	2 8 0	50	47	Kendal and Windermere...	125,000
London and Brighton.....	56	1,793,800	998,350	2,630,451	7,583	10,545	0 5 0	2 10 0	14	17	Leeds and Dewsbury.....	400,000
London and Croydon.....	8 1-2	550,000	229,000	761,885	15,193	28,933		nihil.	13	10	Leeds and Thirsk.....	800,000
London and Greenwich.....	3 3-4	759,383	233,300	1,040,930	68,457	150,469	1 12 6	6 10 0	41	73	Liv. Ormskirk & Preston..	600,000
London and South Western.....	92 3-4	2,222,100	630,100	2,596,291	15,397	58,162	1 0 6	5 0 0	40	48	London and Portsmouth...	1,750,000
Manchester and Birmingham.....	31	2,100,000	690,586	1,923,699	8,565	21,140	2 2 0	4 10 0	93	110	London and York.....	5,000,000
Manchester and Bolton.....	10	778,100	197,730	773,743	46,653	156,761	7 1/2	10 1/2	60	68	Londonderry & Enniskillen	500,000
Manchester and Leeds and Hull.....	81	2,937,500	1,943,932	3,921,593	76,983	281,898			100	96	Lynn and Ely.....	200,000
Midland railway.....	178 1-4	5,158,900	1,719,630	6,279,056	26,499	73,947	4 0 0	4 0 0	100	105	Manchester, Bury & Ross.	300,000
Newcastle and Carlisle.....	61	878,240	188,563	1,135,069				nihil.	21	49	Manchester and Buxton...	250,000
Newcastle and Darlington.....	23	500,000		405,728	8,943	18,466		2 0 0	50	37	Mullingar and Athlone...	
Newcastle and North Shields.....	7	150,000	153,876	309,629	9,071	37,794	2 10 0	6 16 8	100	104	Newcastle and Berwick...	700,000
North Union.....	39	739,201	308,306	1,015,417			0 16 0	8 0 0	20	39	Richmond & W. End Jun.	
Paris and Orleans.....	82	1,600,000	400,000	1,978,415	31,247	91,171		8 0 0	20	38	Scottish Central.....	700,000
Paris and Rouen.....	84	1,440,000			4,191	7,066		nihil.	50	18	Sheffield and Lincolnshire	650,000
Preston and Wyre.....	19	830,000	179,852	355,161	14,895	14,876		nihil.	82	93	Shrewsbury and Gd. Junc.	400,000
Sheffield and Manchester.....	19	1,150,000	311,759	951,455	40,993	81,482	0 10 6	2 2 0	50	39	Shrew. Wolv. Dudley & B.	900,000
South Eastern.....	88	2,996,000	1,530,277	3,464,172	8,509	18,414	0 0 6	5 0 0	100	55	Trent Valley.....	900,000
Taff Vale.....	30	465,000	154,785	590,006	5,401	13,856	0 15 0	5 1 8	29	37	West London Extension...	64,000
Ulster.....	25	519,150	20,000	348,626				nihil.	16	25	West Yorkshire.....	1,000,000
Yarmouth and Norwich.....	20 1-2	187,500	62,500	230,250					50	100	Whitehaven & Maryport..	100,000
York and N. Mid., and Leeds and Selby	28	1,062,500	167,500	676,644	27,132	55,752	2 10 0	10 0 0	50	100	FRENCH RAILWAYS.	

## Steam and Miscellaneous.

NAME OF COMPANY.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.	NAME OF COMPANY.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.
Anglo-Mexican Mint.....	10,000	10	10		15 7-8	15 7-8	Loughborough.....	70	142 3-4	142 3-4	70	1140	
Anti dry Rot.....	10,000		18 1-2		2		Monmouthshire.....	2,409	100	100	10	160	160
Australian Trust company.....	5,700	100	35		34 1-2		Melton Mowbray.....	250	100	100	10	117	117
General Steam Navigation.....	20,000	15	14	10	27 1-2	27	Mersey and Irwell.....	500	100	100	10		
Gt. Western Steam Pa.....			100		25		Macclesfield.....	3,000	100	100	2 1-2	15	15
Metropolitan Wood Pav.....	15,000	10	6	5	6 5-8		Neath.....	217	100	100	17	365	365
Patent Elastic Pav.....	10,000	1	1	5	1 3-4		Oxford.....	1,786	100	100	30	505	
Peninsular and Oriental.....	11,493	50	50	7	64 3-4	65	Regents or London.....	21,418	33 3-4	33 3-4	2 5-8	25	25
Ditto.....	3,200	50	40	7			Shropshire.....	500	125	125	6	120	120
Polytechnic Institution.....			6				Somerset coal.....	800	150	150	7 1-2	123	123
Reversionary Int. Soc.....	5,387	100	100	4 1-2	104	104	Stafford and Worcester...	700	140	140	25	480	480
R. Mail Steam Packet.....	15,000	100	60		36 1-2	37	Shrewsbury.....	500	125	125	12	230	230
South Western Steam.....	4,000	25	5				Stourbridge.....	300	145	145	14	360	360
Ship Owners' Towing.....	3,000	10	7 1-2	10	15		Stroudwater.....	200	150	150	19		
Thames Tunnel.....	4,000	50	50				Swansea.....	533	100	100	15	240	240
University College.....	1,500	100	100				Severn & Wye & Rail. Av..	3,762	26 1-2	26 1-2	5 1-2	30	30
Canals.							Trent and Mersey.....	2,600	50	50		65	495
Ashby de la Zouch.....	1,432	113	av.	4	70	70	Thames and Medway.....	8,149	19 1-4	19 1-4		10	10
Barnsley.....	720	100	100	14	180	180	Warwick and Birmingham..	1,000	100	100	10 1-2	167	
Birmingham, 1-16 share.....	3,000	118 3-4	79	10	150	160	Warwick and Napton.....	980	100	100	8 1-2	122	
Do. and Liverpool Junc.....	4,000	160	100		13 1-2	13 1-2	Water Works.						
Coventry.....	500	100	100	20	365	365	Birmingham.....	4,800	25	25	3 5-8	28	28
Cromford.....	460	do.	do.	24	250	250	East London.....	4,433	100	100	8	223	225
Derby.....	600	do.	do.	9	105	105	Grand Junction.....	5,500	av.	41 2-3	7 1-4	83	90
Erewash.....	231	do.	do.	32	440	440	New River L. B. Ann.....	1,500			2 1-2		
Forth and Clyde.....	1,297	400 1-2	40 1-2	4	440	440	Manchester and Salford...	6,486	av.	30	8 3-8	57	57
Grand Junc.....	11,600	100	100	7	162	161 1-2	Vauxhall, lt. S. London...	1,000	100	100	5	55	55
Grand Surrey.....	1,500	do.	do.		20		West Middlesex.....	8,294	av.	63 5-8	6 5-8	126	127
Gloucester and Berkley.....	5,000	do.	do.		8		Docks.						
Grantham.....	749	150	150	8	185	185	Commercial Dock.....	1,065	100	100	3	137	
Lancaster.....	11,699	47 1-4	47 1-4	3	40	40	East and West India.....		sto.		5 1-4	137	
Leeds and Liverpool.....	2,897	100	100	34	640	640	London.....	3,238	310	sto.	4 1-2	114 3-4	115
Leicester.....	545	140	140	9	139	139	St. Katharine.....	1,352	752	sto.	5	116	117
							Southampton.....	7,000	50	50			



## AMERICAN STATE WORKS AND CANALS, ETC.

STATE WORKS.		Length in miles.	Cost.	1843.		1844.		The State Canals are all 4 feet deep, and the locks are 13 to 17 feet wide, and 80 to 90 feet in length.
				Income.	Expend.	Income.	Expend.	
N. Y.	1 Black river canal—(4 years' deficiencies)	35	2,066,285					No interest is allowed on the yearly deficiencies nor are the six millions paid from auction and salt duties included, principal or interest. The Genessee valley and Black river canals require large sums for their completion, the interest on which is much greater than the estimated gross income of these canals when finished. The estimated costs are \$2,000,000 and \$600,000, and the estimated incomes, from the total expenditures of \$5,553,000 and \$2,400,000 are \$39,000 and \$14,000 respectively.
"	2 Cayuga and Seneca—(14 years' def.)	21	419,830	16,557	10,953			
"	3 Champlain canal	64	1,257,664	102,308				
"	4 Chemung—(11 years' def.)	23	1,012,685	8,140	14,485			
"	5 Chenango—(7 years' def.)	97	3,267,590	16,195	15,957			
"	6 Crooked lake—(10 years' def.)	8	263,950	461	3,674			
"	7 Erie—enlargement of	363	20,435,406	1,880,316				
"	8 Genessee valley—(5 years' def.)	120	4,167,846					
"	9 52 miles opened, cost \$1,500,000			12,292	13,819			
"	10 Oneida lake—(4 years' def.)	6	85,082	225	2,239			
"	11 Oswego—(14 years' def.)	38	882,399	29,147	22,742			The total receipts for 1843 were \$1,019,401; for 1844 \$1,164,325, and the cost about 30 millions. The receipts for 1844 are as follows: Canal tolls, 578,401 Railroad tolls, 252,855 Motive power, 319,590 Trucks, 13,477 Total receipts, \$1,164,326 of which \$585,922 is from 118 miles of railroad, and \$578,404 from 550 miles of canal.
Pa.	12 Beaver division canal	25				7,381	5,336	
"	13 Delaware canal	60				109,278	22,870	
"	14 French creek	45						
"	15 Main line							
"	16 Columbia railroad	82				443,336	205,067	
"	17 Portage railroad	36				179,781	138,915	
"	18 Susquehanna division canal	39				351,102	248,943	
"	19 Juniata canal	130						
"	20 Western division canal	105						
"	21 North branch Susquehanna canal	73				101,949	57,633	
"	22 West branch Susquehanna canal	72						
"	23 Year ending 30th Nov.							
Ohio	24 Hocking canal		947,670	4,757		4,936		The canals of Ohio are supported by a property tax of 5 1-2 mills on the dollar. There are 853 miles of canal in the State, which yielded in 1843 \$471,623, and in 1844 \$515,393, the cost, 1st Jan. '43 being \$15,577,233. The increase of '44 over '43 is only \$43,770, though the year '44 has exhibited a greater increase throughout the country than ever before known. These 21 millions on sundry works yield no income whatever. The Central [Mich.] railroad supports itself as well as the Southern road, and furnishes the means for its own extension.
"	25 Miami canal		1,660,742	68,640	38,826	74,904		
"	26 Miami extension		2,919,250	8,291		12,053		
"	27 Muskingum		1,692,018	23,167		28,241		
"	28 Ohio	310	4,600,000	322,754	123,398	338,267		
"	29 Wabash		2,955,270	35,922	6,400	49,267		
"	30 Walhonding		607,269	839	39,005	1,918		
"	31 Western road		255,014	7,254	1,782	5,817		
"	32 Sundry works		11,000,000					
Ind.	33 Maumee canal							
Ill.	34 Sundry works		10,000,000					
Mich.	35 Central railroad			149,937	75,960			
"	36 Southern railroad	68	2,776,297	24,064	7,907			

CANALS.		Length in miles.	Cost.	1843.		Div. per cent.	1844.		Div. per cent.	Value of stock.	REMARKS.
				Gross.	Nett.		Gross.	Nett.			
	Blackstone										We may, perhaps, at some future time be enabled to give the particulars of all these canals. The Chesapeake and Ohio canal is not yet complete to the coal mines, hence its trifling income. The Morris has been lately sold for one million, one-fourth of its original cost. The Schuylkill canal stock has fallen from 150 to 50. The profits are applied to paying off debts.
	Bald Eagle Navigation	25	400,000								
	Beaver and Sandy, (part)		1,000,000								
	Charleston, (S. C.)										
	Chesapeake and Ohio	184	12,370,470	47,637							
	Conestoga	12	300,000								
	Delaware and Chesapeake	13									
	Schuylkill	108	3,500,000	279,795	102,221					33	
	Farmington										
	James river and Kenhawa										
	Middlesex										
	Port Deposit	10	200,000								
	Delaware and Raritan	43	2,900,000	99,623	53,327						
	Southwark		300,000								
	Tide Water	45	2,900,000								
	Union	80	2,000,000								
	Morris	101	1,000,000							28	
	Dismal Swamp										

CANADIAN CANALS.		Length in miles.	No. of locks.	Lockage in feet.	Size of locks.			Width of canal.		Estimate.	Expended to Sept. 1843.	REMARKS.
					Length of chamber.	Width.	Depth on mitre sill.	Bottom.	Surface.			
The Welland canal					feet.	feet.	feet.	feet.	feet.			We have no reports since September 1843, and are not aware that regular statements calculated to give true ideas of cost and income are ever published. About 3 millions have been expended since Sept. '43. Gross income for '43, \$104,306, upon 82 miles of canal costing nearly 5 millions.
Main trunk from Port Colborne to Port Dalhousie		28	31	328	150	26 1-2	8 1-2	45	81	3,948,572	2,485,572	
Junction branch to Dunville		21	1	6	150	26 1-2	8 1-2	35	71			
Broad creek branch to Port Maitland		1 1-2	1	6	200	45	9	45	85			
The St. Lawrence canal												
Galops and Port Cardinal		2	2	7	200	45	9	50	90			
Rapid Plat.		4	2	11 1-2	200	45	9	50	90	672,498	973	
Farren's point		3-4	1	3 1-2	200	45	9	50	90			
Cornwall, passing the Long Sault rapids		11 1-2	7	48	200	55	9	100	150	865,372	1,665,663	
Beaharais, do. Coteau, Cedars and Cascades road		11 1-4	9	82 1-2	200	45	9	80	120	1,190,087	275,426	
Lachine, do. Lachine rapids		8 1-2	5	44 1-2	200	45	9	80	120	1,001,333	64,439	
Enlargement of do.												
Total from lake Erie to the sea		66	57	525								
Chambly		12	9	74	120	24	6	36	60	200,000	440,000	

COAL COMPANIES.		Length in miles.	R. rd. Canals.	Cost.	1843.		Div. per cent.	1844.		Div. per cent.	Value of stock.	REMARKS.
					Gross.	Nett.		Gross.	Nett.			
	Delaware and Hudson	16	108	2,800,000	930,203	196,702	10				117	
	Lehigh	20	72	6,000,000							31	

RAILROADS.		Length in miles.	Cost.	1843.		Div. per cent.	1844.		Div. per cent.	Value of stock.	REMARKS.
				Gross.	Nett.		Gross.	Nett.			
Me.	1 Incl'd. in "Bost. & Me." & "Eastern."										We have no returns from the Maine or New Hampshire roads. The annual reports of the Massachusetts roads will soon be out. The increase for '44 is very great; the receipts of the Western road being about \$850,000.
N. H.	2 Concord.								13	129	
Mass.	3 Boston and Maine.	109	1,384,050	178,745	68,499	6				108	
"	4 Boston and Lowell.	28	1,863,746	277,315	144,000	8				120	
"	5 Boston and Providence.	41	1,900,000	233,388	110,823	6				109	
"	6 Boston and Worcester.	48	2,885,200	404,141	162,000	6				120	
"	7 Berkshire.	21	250,000		17,50	7					
"	8 Charlestown branch.		250,000			13					
"	9 Eastern.	105	2,388,631	279,563	140,595	6				112	
"	10 Fitchburg.		322,538							109	
"	11 Hartford and Springfield.	25 1-2									
"	12 Nashua and Lowell.	14 1-2	380,000	84,079		8				120	
"	13 New Bedford and Taunton.	20	428,543	50,671	24,000	6					
"	14 Norwich and Worcester.	59	2,166,566	162,336	24,871				3	67	
"	15 Taunton branch.	11	250,000		20,000	8				118	
"	16 West Stockbridge.	3									
"	17 Western, (117 miles in Mass.)	150	8,319,520	573,882	284,432					92	
"	18 Worcester branch.		5,500								
Con.	19 Hartford and New Haven.	38								92	
"	20 Housatonic.	74	1,244,123				150,000				
"	21 Stonington, (year ending 1st Sept.)	48	2,600,000	113,889			154,724	79,845		40	
N. Y.	22 Attica and Buffalo.	31 1-2	268,275	45,896	7,522						
"	23 Auburn and Rochester.	78	1,737,361	189,693	112,000					110	
"	24 Auburn and Syracuse.	26	743,931	86,291	27,334						
"	25 Buffalo and Niagara.										
"	26 Erie, (446 miles.)		5,000,000							28	
"	27 Erie, opened.	53			48,000						
"	28 Harlem.	26	2,200,000							65	
"	29 Hudson and Berkshire.										
"	30 Long Island.	95	1,500,000							77	
"	31 Mohawk.	16 3-4	1,030,949	69,948	58,780					59	
"	32 Tonawanda.	43	600,000	76,227							
"	33 Troy and Greenbush.	6	180,000								
"	34 Troy and Saratoga.	25	475,865	44,325	21,000						
"	35 Troy and Schenectady.	20 1-2	633,520	28,043							
"	36 Schenectady and Saratoga.	22	300,000	42,242	3,000	1					
"	37 Utica and Schenectady.	78	2,124,013	277,164	180,000	9				131	
"	38 Utica and Syracuse.	53	1,080,219	163,701	72,000					119	
N. J.	39 Camden and Amboy.	92	3,200,000	682,832	383,880						
"	40 Elizabethtown and Somerville.	26	500,000								
"	41 Morris and Essex.										
"	42 New Jersey.	34	2,000,000							93	
"	43 Paterson.	16	300,000							80	
Pa.	44 Beaver Meadow.	26	1,000,000								
"	45 Cumberland valley.	46	1,250,000								
"	46 Franklin.	10 1-2									
"	47 Harrisburg and Lancaster.	36	860,000								
"	48 Hazleton branch.	10	120,000								
"	49 Little Schuylkill.	29	900,000								
"	50 Lykens valley.	16 1-2									
"	51 Mauch Chunk.	9	100,000								
"	52 Minehill and Schuylkill Haven.	18	315,000			12					
"	53 Norristown.	20	800,000								
"	54 Philadelphia and Trenton.	30	400,000								
"	55 Pottsville and Danville.	29 1-2	1,500,000								
"	56 Reading.	94	9,000,000							22	
"	57 Schuylkill valley.	10	1,000,000								
"	58 Williamsport and Elmira.	25	400,000	20,000							
"	59 Philadelphia and Baltimore.	93	4,400,000							22	
Del.	60 Frenchtown.	16	600,000								
Md.	61 Baltimore and Ohio, (1st Oct.)	188	7,623,600	575,235	279,402		658,620	346,946		50	
"	62 Baltimore and Susquehanna.	58	3,000,000							5	
"	63 Baltimore and Washington.	38	1,800,000	177,227	71,691		212,129	104,529		84	
Va.	64 Greenville and Roanoke.	17 1-2	260,000								
"	65 Petersburg and Roanoke.	60	766,000								
"	66 Portsmouth and Roanoke.	78 1-2	850,000								
"	67 Richmond and Fredericksburg.	61 1-2	1,200,000								
"	68 Richmond and Petersburg.	22 1-2	700,000								
"	69 Winchester and Potomac.	32	500,000								
N. C.	70 Raleigh and Gaston.	84 1-2	1,360,000								
"	71 Wilmington and Raleigh.	161	1,800,000								
S. C.	72 Charleston and Hamburg.	136	2,400,000						8		
"	73 Louisville and Cincinnati.	66	800,000								
Ga.	74 Central.	190	2,581,723	227,532	93,190						
"	75 Georgia.	147 1-2	2,650,000	248,026	158,207		248,096	147,523			
Ala.	76 Tusculum.	46									
Ky.	77 Lexington and Ohio.	40	500,000								
Ohio	78 Little Miami.	40	450,000								
"	79 Mad river.	40	400,000								
"	80 Monroeville and Sandusky.										
Mich.	81 Detroit and Pontiac.	25									
"	82 Erie and Kalamazoo.	33									
Ind.	83 Madison and Indianapolis.	56	152,000								
Can.	84 Champlain and St. Lawrence.	15	212,000		12,000		58,000	24,000		110	
											Purchased from the state.



## SALES OF RAILROAD &amp; CANAL SHARES IN BOSTON, NEW YORK, PHILADELPHIA &amp; BALTIMORE.

NAME OF COMPANY.	Monday.		Tuesday.		Wednesday.		Thursday.		Friday.		Saturday.	
	Sh's.	Price.	Sh's.	Price.	Sh's.	Price.	Sh's.	Price.	Sh's.	Price.	Sh's.	Price.
<b>Boston.</b>												
Norwich and Worcester.	25	67	13	67	5	68	.....	.....	10	66 3-4	25	65
" " bonds.	15	93	9	93 1-2	3,000	95 1-4	.....	.....	45	95	50	94 1-2
Western.....	.....	.....	.....	.....	.....	.....	20	94 1-4	50	74 1-4	.....	.....
Long Island.....	.....	.....	.....	.....	.....	.....	.....	.....	70	103 1-2	83	103 1-2
Eastern.....	5	110	7	108	98	108	85	106	.....	.....	.....	.....
Portland and Saco.....	.....	.....	.....	.....	.....	.....	.....	.....	10	119 1-2	.....	.....
Boston and Worcester.....	.....	.....	.....	.....	76	119 3-4	.....	.....	.....	.....	.....	.....
Lowell.....	7	118 3-4	1	117	10	116 3-4	11	116 3-4	.....	.....	.....	.....
Reading.....	.....	.....	.....	.....	30	22 1-8	25	21 1-4	.....	.....	.....	.....
Boston and Maine.....	.....	.....	7	109	7	109	.....	.....	4	110	10	110
Fitchburg.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Concord.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Taunton branch.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nashua and Lowell.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hudson and Delaware.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston and Providence.....	13	108 1-4	3	108 1-2	.....	.....	13	108	.....	.....	.....	.....
<b>New-York.</b>												
Erie.....	90	29 1-4	100	28	50	28 1-2	100	29	485	28	650	27 1-4
Harlem.....	200	65 1-4	.....	.....	50	65 1-2	100	65	100	64	250	63
Long Island.....	1,325	75	450	75 1-4	500	74 1-2	955	74 1-2	1,000	73 1-2	1,700	71 3-4
Stonington.....	150	39 3-4	325	39 1-2	.....	.....	850	38 3-4	500	38	860	37 1-2
Paterson.....	.....	.....	.....	.....	100	83	.....	.....	.....	.....	.....	.....
Auburn and Rochester.....	.....	.....	5	107 1-2	.....	.....	.....	.....	20	109	10	110 1-2
Housatonic.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	150	37 1-2
New Jersey.....	.....	.....	.....	.....	.....	.....	.....	.....	20	94 1-2	.....	.....
Mohawk.....	125	60	160	60	725	60 1-2	330	61	225	61	150	60 1-4
Reading.....	.....	.....	50	43 1-2	25	44	550	45	.....	.....	.....	.....
Morris canal.....	313	29 1-4	575	29	550	28 1-2	150	28	275	28	200	26 3-4
Lehigh 6's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Norwich and Worcester.....	950	67 3-4	275	66 1-2	375	67 1-2	385	67 1-2	775	65 3-4	2,010	64 3-4
<b>Philadelphia.</b>												
Camden and Amboy.....	345	99	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Reading.....	.....	.....	.....	.....	.....	.....	.....	.....	50	21 3-4	50	21 3-4
Reading bonds, 6's.....	.....	.....	3,000	65	.....	.....	.....	.....	.....	.....	.....	.....
Wilmington.....	250	21 1-2	296	21 1-2	25	21 1-2	75	21 1-2	.....	.....	100	21 1-4
Wilmington bonds, 6's.....	.....	.....	1,400	79	.....	.....	2,500	80	100	80	.....	.....
Lehigh mortgage.....	278	66 1-2	.....	.....	.....	.....	259	66 3-4	.....	.....	.....	.....
Chesapeake and Del. 6's.....	.....	.....	.....	.....	.....	.....	3,500	66 1-4	.....	.....	.....	.....
Schuylkill Nav.....	.....	.....	.....	.....	47	32 1-2	62	33 1-4	4	32	.....	.....
Lehigh Nav.....	.....	.....	35	31	.....	.....	.....	.....	.....	.....	.....	.....
<b>Baltimore.</b>												
Baltimore and Ohio.....	.....	.....	.....	.....	.....	.....	20	48 3-4	45	48 1-2	100	48 1-2
Baltimore and Ohio bonds	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Baltimore & Washington	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Baltimore & Susquehanna	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia & Baltimore	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

We call the attention of Directors to the Tabular Advertisement of the New Jersey Railroad and Transportation Company on our last page. A similar advertisement for each of the principal railroads would afford to the traveller in our widely extended country, information which is at present beyond his reach, even had he access to all the papers in the United States.

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## AMERICAN RAILROAD JOURNAL.

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## NEW YORK.

We have given in the first part of this number Governor Wright's remarks on the finances of New York, which he very properly characterizes as "so intimately connected with the great and leading subjects of

legislation," as to take precedence of all other matters. The governor ranks far above all public men in this State, and his views distinctly point out the course of legislation which will be pursued for some time to come.

We must however say that his excellency's statement of the finances is very indifferently drawn up—clearness and condensation being sacrificed to what the "reviewers" call "American prolixity." The enlargement of the Erie canal, and the completion of the lateral canals are, we are happy to say, postponed to some very indefinite period. The State tax appears to be viewed in a very favorable light, which we are sorry to see, as we consider it every way objectionable. Five years since, when raising our humble voice against the large expenditures of that period, we observed,

"Has the government of New York the right to tax her citizens in order that the property of the inhabitants of other States or provinces may be carried to and from the seaboard more cheaply than at present rates? Not only is the New York farmer to be taxed but the amount so levied is to be expended in reducing the value of his property by adding at his cost, great artificial to the already superior natural advantages of the west, and

thus enabling the inhabitants of that region to undersell him in his own market."

## NEW YORK AND ERIE RAILROAD.

In our remarks on this work in our last, and also in our number for December, we have taken it for granted that the management of the road is substantially in the hands of those who controlled it for many years previous to 1844. We have been informed on good authority that the present directors do not consider themselves in any way identified with the management of the road hitherto, but that all opinion of their capacity and judgment must be formed from their own acts and statements. Our object was to show, that the work must be conducted on entirely different principles, and the above information, together with the plan of putting successive and continuous portions of the work into operation, proposed in the late address, would seem to denote that the difference in our views was fast vanishing. In our future remarks, we shall gladly assume that the New York and Erie railroad is in the hands of a board identified with, and pledged to nothing but an earnest, energetic and well matured effort to render the construction of this work certain within a reasonable time.

We are indebted to the Hon. Wm. Wright, M. C., from Newark, N. J., for Prof. Johnson's elaborate report on American canals.

Also, to Wm. B. Foster, Esq., canal commissioner, of Pennsylvania, for a copy of the report of the commissioners, dated 30th Dec., 1844, copious extracts from which will appear in our next.

In our last number, the credits which we had carefully given to Herapath, for the article on "Railway accidents," to the New York Journal of Commerce, for the remarks on "way business," and to the Miner's Journal, for several items, were all omitted by the printer.

We have deferred the Governor's message in order to lay before our readers the clear and condensed statement of the present condition and prospects of the New York and Erie railroad. The extracts from the message of Governor Wright will appear in our next number.

*Hunt's Merchants' Magazine.*—We are glad to find in this influential and widely circulating Magazine, articles on such subjects as the "penny postage," the "coal trade of Pennsylvania," and the "repeal of the duty on railroad iron;" the two last from the pen of Mr. Bloomfield. These subjects will thus be brought to the notice of a numerous and influential class through their favorite periodical, and good must inevitably result.

## MONTREAL RAILROAD.

We have, in another column, given some extracts from the very able memorial of the Portland committee to the legislature, praying for "a charter for the establishment and construction of a railroad connecting the Atlantic ocean and the river St. Lawrence, and leading from Portland in the general direction of Sherbrooke and Montreal to the boundary of Maine." When this project was first brought forward, we regarded it mainly as a competing line with the routes from Boston, and supposing that the capital must be furnished mainly by that city, we were naturally not very sanguine as to any practical result from the movement. But the case is very different at present. They say that the business of the country will yield a large revenue; and as this is always safe and sure, the entire project assumes a very different appearance. Again, they appear to be quite aware of the hostility of Boston, and consequently rely on other sources for the means. But the spirit of private enterprise is awakened, and it is on this that we rely for ultimate success in the Montreal railroad, as in all other undertakings of real importance. The memorialists say:

It appears from Mr. Hall's report that with all the deviations from a straight line, in the general direction of the route of which he speaks, in order to keep on favorable ground, or to avoid obstacles, or to meet the public convenience, the whole length of the route from the Atlantic at Portland, to the St. Lawrence, at Montreal, is less than two hundred and fifty miles, less than a single day's journey by railroad. Your memorialists also learn from the most satisfactory sources, that the distance from Montreal to Boston, by railroad through Portland, would be nearer by some twenty or thirty miles, than the distance from Montreal to Boston by any other practicable railroad route. But the route through Portland does not fall within the scope of the policy of Boston. Her purposes and views can only be subserved by a different route, a route through Fitchburg, through Concord, or in any other direction than that through Portland. The seaport and harbor of Portland afford attractions and facilities that are inconsistent with her purposes and policy; for even Massachusetts might be in danger in due time, of losing her predominance in New England, from the rising fortunes and importance of Maine. Let a railroad be constructed, connecting the Atlantic and St. Lawrence at Portland and Montreal, and Maine becomes at once the grand thoroughfare of the Canadas. In this great enterprise the interests of Maine on the one part, and of Canada on the other, are mutual, reciprocal and in perfect harmony. In addition to these mutual and reciprocal advantages, each within its own limits would enjoy advantages peculiarly its own; and Maine especially would reap benefits from it, that the most sanguine of her statesmen can scarcely estimate.

But it is the end which crowns the work, and that end is Montreal. The committee are very far from undervaluing that city.

The favorable position of Montreal for a great commercial city is too apparent to need illustration. That city has become the seat of government of Canada, and is the metropolis of the provinces. She sits at the head of navigation from the sea, on the outlet of the lakes of the west, with which and the rich extensive country by which they are surrounded, she has a ready and safe water communication by means of a magnificent canal. The approach to Montreal from the sea by the river St. Lawrence is somewhat difficult and dangerous, even in the summer months; but for more than six months of the year, it becomes impossible by reason of obstruction from the ice. Hence it is apparent, that a more ready and direct and shorter channel of intercourse with the mother country, one free from obstruction at all seasons of the year, must be desirable; and that, too, not only to Montreal, but to the whole province of Canada, and to the mother country itself, both in a commercial and a political point of view. It would even seem necessary to the protection of the special as well as the commercial interests of Montreal and the Canadas. The enterprising and sagacious merchants of N. York and Boston, are contriving and preparing to divert from Montreal and draw off to themselves, as far as practicable, the natural trade of the lakes, by tapping the long line of intercommunication at Ogdensburg, Buffalo, and at the head of lake Erie, by means of canals and railroads already built or now building, or in contemplation; and to divide with her afterwards the balance of the trade, which may still flow to Montreal by having a direct intercourse with her. To defend herself against this draining and exhausting process, the most natural and the most effectual measure would seem to be a railroad connecting in the shortest, most eligible route, the St. Lawrence and the Atlantic.

The committee very wisely avoid all allusion to the relative merits of rival routes. They have ascertained that there exists a route of unexceptionable character, and indeed far more favorable than the most sanguine had ventured to anticipate. The total distance will be *less than 250 miles*: so that Montreal passengers will easily pass from their own city to an Atlantic sea port, open throughout the year, by daylight in summer, and without fatigue, or intruding on the hours of rest at all seasons! The wonders which steam has accomplished in this country have ceased to astonish us; but such a change as this would be to Montreal and the eastern townships of Canada, would exceed anything in the annals of steam on land or water.

We are sorry to show the dark side of this agreeable picture—to which we briefly alluded in our last: the uncompromising hostility of the board of works of Canada. The

most solemn promises may be made, bills introduced and *almost* passed, and every appearance of friendship kept up to the end of the session: but then the mask will be thrown aside. Our eastern friends cannot too fully discuss this point with their countrymen in the eastern townships of Canada. One of the wealthiest American gentlemen of Montreal, well known for the interest he takes in railroads, could (we are informed on good authority) give them some light on this subject. In the mean time we forward to Portland, along with this number, copies of the *Journal*, from which some idea may be formed of the individual filling the most important office in the province, not excepting the governor himself, if we regard the lasting effects of their respective measures on the welfare of the Canadas. But we were exceeded by the "*Montreal Herald*," which, in quoting entire our "pungent" article on the Beauharnois canal, boldly states that the chairman of their board of works is most decidedly *not* an engineer of standing. And this taunting assertion, stripping him at once of all most dear to the professional man and the gentleman, he has been obliged to stomach as best he might—at least we have seen no answer to show that the charge of imposture was unfounded, and believe that none has been made public, though the *Herald* is a staunch supporter of the government, published in Montreal, and the most influential paper in the country. We repeat, there is no time to lose; it is the last opportunity the eastern townships have of receiving any share of the large sum of seven millions of dollars, so lately bestowed on the province by the British government: nominally a loan, but, no doubt, ultimately, a gift.

In conclusion we would observe, that though several routes from the province line to Montreal are referred to in the memorial, but one from the line to Montreal is mentioned; that via Sherbrooke. It may be that this is the best or the only route; but we were under the impression that an union with the Champlain and St. Lawrence railway might be effected, whence would result some diminution of cost and a great accession of influence in Montreal, the stock of that small but flourishing work being mainly held by gentlemen of great wealth and consideration.

It is, however, too soon to consider rival routes—every nerve should be strained by the Canadian friends of the Portland and Montreal railroad to secure some share of "the loan" or the work will be long, very long delayed.



## MADISON AND INDIANAPOLIS RAILROAD.

This is one of the first, if not the very first attempt to induce private enterprise to come to the aid of those States which, forgetting the very objects of all government, have passed by, as unworthy, those subjects in which the people have a general interest, and have sacrificed their energies, means, credit and character in the construction of canals and railroads—even common roads receiving little attention. They now discover that the energy, means and enterprise of the people are fully adequate to any really important work—that these energies have been repressed by the reckless competition of the State governments, but that competition having destroyed the power of the latter to continue the struggle, they—the State governments—have no resource left but to give up all to their rivals on their own terms. It was proposed in Michigan, during the last winter, to sell out their public works, and use the powers of government to other purposes than coming “into conflict with the legitimate pursuits of individual or private enterprise.” (Rep. Mich. Leg. House, No. 3, 1844.) It is to be hoped that, during the coming year, we may be able to announce that the flourishing State of Michigan has forever retired from the business of forwarding and that—unlike New York—she will graciously permit the farmer to avail himself of those communications which the bounty of Providence or the industry of man have placed within his reach, “if not inconsistent with the purity of our republican institutions”—of course.

The bill to amend the law granting this road to the present company, which was reported from the committee on canals and internal improvements, and passed to a second reading, on Thursday last, provides that the said company shall be authorized and empowered, from time to time, to borrow money on the credit of said company, to aid them in constructing and repairing said road, or carrying on the operations of said company, at a rate of interest authorized by the laws of the State where such loan may be negotiated. The company may, at any time, open books for the subscription and transfer of stock, in any city in the United States. The payment to the State of the portion of the net receipts of the road as required by law for the present year, shall be the only amount required of the said company to be so annually paid, for and during the term of eight years from and after the passage of the act; provided, that if the said company shall fail to complete the said road to Edinburg within one year, and thence to Indianapolis within three years from the 1st day of July next, then the portion of the said net receipts to be paid the State shall be ascertained and paid as if the act had not become a law.

After the expiration of the said term of

eight years, the company and state to have equal interest according to the length of road completed by each. No alteration to be made in the charter for fifteen years from the completion of the road to Indianapolis—the State to have the privilege of purchasing the interest of the company in twenty years. All matters of difference between the State and company to be settled by the courts—the act to take effect as soon as accepted by the company, and filed in the office of the secretary of State.

The company have confidence that with these amendments, means can be obtained to complete the road to Indianapolis. Indeed, as will be perceived, they make said completion to Indianapolis, in three years, a part of the consideration for said amendments. The advantages asked, for the term of eight years from the State, which are the only amendments of a pecuniary nature provided for, are insignificant, when contrasted with the general advantages to the State of the completion of the road; particularly in a revenue point of view, for all will acknowledge, that the aggregate valuation of the property of some fifteen or twenty counties will be greatly enhanced by the completion of the road. The present company will have entirely exhausted their resources on completing the road to Edinburg, thirty miles from this city. If the benefits of a completion to Indianapolis were confined to this city alone, we should feel a delicacy in pressing the claims of this work on the legislature; but some twenty counties along the line of the road and around Indianapolis are directly interested, and the whole State indirectly in the enhancement of the general revenue as before stated.—*Ind. Sent.*

## THE FARMERS AND THE RAILROADS.

In our last we observed that public men had long considered the people as made to furnish business to the Erie canal, and not the Erie canal as destined merely to accommodate the people. We regard railways as peculiarly advantageous to all in their vicinity, and particularly so to the farmer. It was our intention to enlarge on this topic, but we prefer giving the following extract from the able report of the Portland committee on the Montreal railroad to any remarks of our own.

Give the farmer a good market for his productions, and enable him to get them to that market at a trifling expense, and he asks for no bounties or favors. Where there are no other facilities for getting to market, but the common roads, and the distance there is considerable, farmers of moderate and limited means must always remain so. They have no encouragement to attempt to do more than live from year to year; for the expense of getting to market any surplus they could raise, would, perhaps, more than absorb the whole. But give to the farmers the facilities offered by modern discoveries and improvements; and, though his farm be a hundred miles distant, he can realize, in many cases, within the merest trifle the same price at his own door, that could be obtained by him at the market

itself. His farm more than doubles in value; for the depressing effect of its remoteness from the market is counteracted through the instrumentality of the railroad. Nor do the advantages resulting to him stop here. The same facilities which enable him to sell at advanced prices, also enable him to obtain his supplies at a cheaper rate. So sensible are the intelligent farmers of Massachusetts and Vermont of the immense value of railroads to the agricultural interests of the interior, that in some towns, as it is said, they have taken nearly stock enough to build the railroad through their towns. In New Hampshire, also, this same spirit is awakened; and the farmers there are giving evidence that they, too, understand their own interest.

But the beneficial influence of railroads is not confined to the agricultural interest. The seaboard and towns on navigable waters have by means of sea ports, the shipping interest, and steamboat navigation, a substitute for railroads. Hence on the seaboard, railroads may be dispensed with in many cases without much inconvenience. But the steamboat of the interior is the railroad train. The railroad into the interior gives value to that which before was an incumbrance, or useless to its owner. It stimulates industry by insuring its reward. It renders accessible remote interior water privileges; and builds up villages, where otherwise there would be a desert. It brings to light and develops resources, that otherwise would forever have lain hidden, or dormant. In no one branch of modern improvement have the calculations of theory been so variant from the results of actual experience, as in that of railroads. It was supposed, that the advantages would be confined almost exclusively to the commercial, the travelling, and the non-productive classes of the community; and, that the farmers and mechanics, the laboring and producing classes would derive very little benefit from them. Experience, however, has proved that the very reverse is the truth. It is the railroad that places all on a level, that revives and stimulates industry, that furnishes facilities and encouragement to labor and production, and distributes and equalizes, within the sphere of its influence, their advantages and profits.

We find the following paragraph in the Pittsburgh Gazette, of Monday. The subject is, indeed, one of deep interest to the people of that city, and assumes a greater degree of importance from the fact that the legislature of Virginia, strange as it may appear, continues to hesitate in granting to the Baltimore and Ohio railroad company the right of way through that State to some suitable point on the Ohio river not lower than Parkersburg. If Virginia positively refuses this grant, the railroad company, responding to the wishes of the people of Baltimore, will, we take it for granted, look to the Pennsylvania route to the western waters. Cumberland is but seventy-three miles from Brownsville, the head of steamboat navigation; and the extension of the railroad to the latter point is an undertaking which could be accomplished without serious difficulty. How important,

therefore, is it to the people of Pittsburg that the railroad company should have offered to it a field of operation free from all legislative restrictions or other artificial difficulties:

**Baltimore and Ohio Railroad.**—At a meeting of the board of trade, held on Friday evening, a resolution was passed directing the president of the board to memorialise the legislature of this State on the subject of removing the onerous restrictions formerly imposed upon the Baltimore and Ohio railroad company, in bringing the road through this State.

This is an important matter to Pittsburg, as if these restrictions are not removed, the company will seek a more southern termination through Virginia, to Parkersburg. We hope our members in the legislature will properly press this matter.—*Balt. American.*

#### NEW-YORK.

The Governor of New-York commences at once with the finances of the State:

The great and leading subjects of legislation are so intimately connected with the state of our finances, as to render it proper to examine first the financial condition of the State.

A general view of the current annual revenues of the State, taken together, according to the receipts of the fiscal year, ending on the 30th day of September last, is as follows:

The total amount of receipts on account of the General Fund, including the whole of the State tax of one mill on the dollar, and deducting the sum received for temporary loans, was - - - - - 1,073,349 01

The entire revenues of the Canal Fund, including all the receipts for tolls, water rents and interest, for all the canals, were 2,350,615 94

The revenues of the School Fund proper, were - - - - - 133,826 51

The revenues of the Literature Fund were - - - - - 18,490 34

The revenues of the U. S. Deposit Fund, after deducting \$106,412 55, transferred from revenue to capital, were - - - - - 237,304 25

Making a total of - - - - - \$3,813,586 05

Deduct from that aggregate the revenues of the School Fund proper, constitutionally pledged to the support of common schools - \$133,826 51

The revenues of the Literature Fund appropriated by law in aid of Academies, - - - - - 18,490 34

The revenues of the U. S. Deposit Fund, appropriated by law to Common Schools, Academies, Colleges, and other purposes of education, and the New York Eye Infirmary, - - - - - 237,304 25

389,621 10

And there will remain, - - - - - \$3,423,864 95

This balance comprises the revenues of the General Fund and of the Canal Fund, embracing all the revenues from all the canals, as well as from the Canal Fund proper. The part of

this sum comprising the revenues of the General Fund, as will be seen, is - - - \$1,073,259 01

This, however, embraces the whole of the State tax, while by the first section of the "Act to provide for paying the debt and preserving the credit of the State," passed 29th March, 1842, one half of it, after the year 1842, is to be paid to the Commissioners of the Canal Fund for the use of the canals; and there was so paid, in pursuance of this provision, during the last fiscal year, the sum of - - - - - 278,197 56

Thus leaving of these revenues applicable to calls upon the General Fund, the sum of - - - - - 795,051 45

The payments made from the Treasury, chargeable to this fund, during the last fiscal year, excluding the payments on account of temporary loans, and also the payment to the Canal Fund of half of the mill tax, as before stated, were - - - - - 1,003,753 43

\$208,701 98

Thus showing that the receipts into the Treasury on account of the general fund, from all sources, are less by \$208,701 98, than the sums charged upon the same fund, and paid from the Treasury, for the last fiscal year.

There was an apparent balance in the Treasury at the close of the fiscal year, of \$99,737 26, which so far as it is available, would diminish the deficit before stated in the receipts of the General Fund. This balance, however, included the sum of \$84,358 15, paid to this State out of the proceeds of the sales of the public lands of the United States under a law of Congress, and placed in the Treasury by the Governor, to whom the payment was made; but which has never been brought into the accounts of the General Fund, or any other of the funds of the State, because the Legislature has directed no disposition and authorized no application of the money. It has remained in bank by a special contract with the Treasurer, at a stipulated interest. If this sum be deducted from the above balance in the Treasury, there will remain only \$15,379 11, as the real available balance, applicable to demands against the General Fund. If this sum be deducted from \$208,701 98 cents, the deficit in the revenues of the General Fund as before stated, it still leaves a deficit of \$193,322 87.

By the 5th section of the "act to regulate the accounts between certain funds belonging to this State," passed 25th May, 1841, the Commissioners of the Canal Fund are directed to pay to the Treasury, on or before the 30th day of September in every year, from the canal revenues, the sum of \$200,000. Only one half of this sum has been paid for the use of the General Fund for the last year, the other half having been withheld to make up losses in the fund pledged for the payment of the Erie and Champlain Canal debt, occasioned by the insolvency of certain banks which had loans from the Canal Fund. Hereafter, the whole sum of \$200,000 will be annually paid from the surplus revenues of the Canal Fund for the use of the General Fund. But, with the whole of this appropriation, one half of the state tax, and all its revenues, permanent and miscellaneous, the General Fund, as is shown by the foregoing statement, is wholly inadequate to meet the annual demands upon it.

A further and most important consideration connected with this fund, is the heavy debt charged upon it. This debt is \$5,634,507 68. This is the amount of the positive, unconditional debt charged upon the fund, the annual interest upon which is \$310,499 69, and comprises one of the heaviest items of permanent charge upon its revenues. The debt has been increased by the sum of \$211,092 35, within the last fiscal year; thus showing that the revenues of the fund, with but half of the mill tax, so far from presenting a surplus beyond the annual expenses chargeable upon the fund, are, in fact, deficient, and that the debt continues to augment. More than three-fifths of this debt was contracted by loans of the credit of the State to railroad incorporations, which have wholly failed, and thrown the amount upon the General Fund. Without the debt, the present revenues of the fund would be ample to meet the charges upon it, and would authorize the Legislature moderately to increase those charges, when the public interest should be found to require it; but with it, and its constantly accruing interest, the charges upon the fund must be diminished, or its revenues increased, to prevent a constant annual augmentation of the debt.

True economy, as well as sound policy, requires the arrest of this process. A portion of the revenues of this fund, more than equal to all the aid it derives from the mill tax, is now annually consumed in the payment of interest alone, upon this increasing debt. Such an expenditure, while it makes taxation perpetual, works no public benefit. The money passes from the pockets of the citizens, through the hands of the tax collector, to the pocket of the public creditor, with the loss to the former of the expenses of collection, only that the process may be repeated with the same loss, as regularly as time shall bring around the seasons; and still the demand is undiminished, the weight of the load unmitigated. To reverse this action is the only remedy for the evil. The revenues should be brought to meet the annual expenditures, and leave a balance to wear upon the debt, and then each payment of the tax will bring with it hope and encouragement. The third subdivision of section 2, of the act imposing this tax, looks to its discontinuance after the present year, through an ability in the revenues of the fund to meet and extinguish the debt, without its further aid; but that expectation cannot be realised, while the debt is increasing against the power of these revenues, the tax included.

There is also a contingent debt hanging over this fund, amounting to \$1,920,000. This is for loans of the credit of the State to canal and railroad incorporations, which have hitherto fulfilled their obligations, by making the payments of interest. It is hoped they will be prepared for the reimbursement of the principal at the day. This contingent liability presents another reason for strengthening the condition of the General Fund, and taking prompt measures for the gradual extinguishment of its present increasing debt.

After deducting the revenues of the School, Literature, and United States Deposit Fund, from the aggregate amount of the revenues of the five funds, the balance remaining was - - - - - \$3,423,864 95

Those of the General Fund having been examined, may now be separated. They are - - - - - 1,073,249 01

And the revenues of the Canal Fund will remain - - - - - \$2,350,615 94

The expenses charged upon and paid out of the revenues of



this fund during the fiscal year were - - - - - 1,777,970 59

Leaving a surplus, over and above the expenses chargeable upon the canals and the Canal Fund, for the fiscal year, of - - - - - 572,645 35

Included in these expenses, are the \$100,000 paid to the Treasurer for the use of the General Fund, and \$100,000 paid on account of losses of the Fund pledged for the payment of the canal debt, and \$1,031,123 16, for interest upon that debt, making together the sum of \$1,231,123 16, and leaving \$546,664 86, as the expenses of the canals, including the sums refunded on tolls, and for rents of surplus water from the Oswego canal. The above charge for interest does not include the interest upon the balance unpaid of the old Erie and Champlain Canal debt, that being met by the interest upon the funds set apart and invested for the payment thereof.

By the twelfth section of the act of 1842, "the surplus canal revenue, after paying all just canal current expenses, and the interest on the canal debt, and the payment aforesaid to the General Fund, shall, to an amount at least equal to one third of the interest of the canal debt remaining unpaid, be sacredly devoted and applied as a sinking fund to the redemption of the canal debt now existing and authorized by this act, and shall not be diverted from that object to any other purpose whatsoever."

Such is the language of this law, and such the express pledge it contains, touching the surplus of the canal revenues of the last fiscal year. If the amount of annual interest on the canal debt, as it existed at the close of the fiscal year, \$1,126,397 90, be the correct amount from which to measure the extent of the pledge, and if it be construed with technical strictness to extend no farther than the one third of that interest, then the portion of this surplus to pass to the Sinking Fund is \$375,465 96, leaving a surplus for the last fiscal year, beyond the amount pledged to the Sinking Fund, of \$197,179 39.

By a statement of the canal debt, furnished by the Canal Department, it appears that the whole amount unpaid on the 30th day of September last was \$20,713,905 58. This includes the old Erie and Champlain Canal debt of \$1,380,250 35, for the payment of which, funds have been already set apart, believed to be more than sufficient to cancel it. The portion of the funds set apart, considered available, amounts to \$1,496,306 45, being \$116,056 10 beyond the principal of the debt to be paid, and probably more than sufficient to meet the principal and interest. I am informed by the Commissioners of the Canal Fund, that the holders of the old stock have been personally notified that the money is ready for redemption of the principal, and that payment will be made on the day it falls due. It is the intention of the Commissioners to place the funds in the bank, where the stock is transferable, and where the interest is paid, before the day of payment, which is the first day of July next, and the notice given to the holders, informs them that interest will cease on that day.

This is the last of the Canal debt, upon which the constitutional pledge rests, and it may become material, in the course of your legislation, to consider whether, when these steps shall have been taken, that pledge may not be considered, both in principal and in fact, fully redeemed.

The statement of the Canal debt, before referred to, shows that the whole amount of Canal stocks redeemable in July and January

next, is \$3,742,626 01. This includes the sum of \$1,380,090 35 of the old debt, the redemption of which is provided for in the manner above specified, leaving \$2,362,535 66 reimbursable in January, 1846, for the payment of which the moneys are not yet fully provided.

The Sinking Fund provided for by the twelfth section of the law of 1842, has received the contributions required to be made to it, so far as the canal revenues have furnished the means, although it is believed that the surplus for the years 1842 and 1843 did not equal the one-third of the accruing interest upon the debt.

Carrying the whole surplus of the last year to that fund, with the whole \$278,197 56 paid from the Treasury as the proceeds of the State tax, and the fund, including the accumulations of interest computed at five per cent., amounts to \$1,195,102 01, an aggregate sum more than equal to one-third of the interest on the debt for the last three years, and is supposed to be available to meet the payment of that amount of the stocks before alluded to. This will leave \$1,167,433 65 unprovided for, any farther than there may be a surplus of the funds set apart to redeem the old debt, which can be applied to this object, and the accruing Canal revenues of the current year may yield a surplus also thus applicable.

The third subdivision of the eleventh section of the act of 1842 provides that the contributions from the State tax to the Canal Fund shall cease, whenever the annual revenue from the State Canals, ascertained in the manner pointed out by that act, shall exceed the expenditures upon the Canals, the interest upon the Canal debt, and the payment to be made to the General Fund, by more than one-third in amount of the annual interest upon the Canal debt. The revenues of the last fiscal year have produced that excess, as has been before seen, and have surpassed it; and consequently the collection of the entire mill tax, for the current year, must enure to the benefit of the General Fund, and, after the current year, the collection of that half of the tax, imposed for the use of the Canals, is to cease. Nothing further, therefore, is to be realized from this source, to aid in the redemption of the Canal stocks.

If this be a correct representation of the means and liabilities of the Canal Fund, for the current year, there would seem to be an end to discussion as to the appropriation of these means to any other object than to the payment of the debt, unless the payment is to be postponed. I have already expressed my views in relation to such a diversion; and I am constrained to believe that, whether considered as a question of principle, or one of economy, the policy would be equally unsound.

Our Canal revenues are very large, and nothing but the enormous debt charged upon them keeps the fund so poor as to require the aid of direct taxation to meet its liabilities. Separate from the old debt, more than one million annually of these revenues are consumed in the payment of interest alone. This must be a constant drain upon the fund, and nothing but the payment of the debt can arrest the corroding malady. Postponement can promise no relief, and may bring accumulated dangers.

In any view I am able to take of this portion of our financial affairs, I am constrained to believe that the application of the existing revenues to the existing debts, so far as the current expenses of the public service will permit, has become an imperative duty to the whole people, that the burden of the present State tax may be removed at the earliest practicable day, and that the danger of its recurrence may be obviated by a payment of the debts which have rendered it

necessary. I also believe that true friendship for our system of internal improvements, and its safe and certain extension, equally require, and will demand, the most speedy payment of the canal debt, and the liberation of the present canal revenues from the wasting demands of interest now resting upon them. I recommend, therefore, that course of financial legislation, which shall make these the prominent objects of its policy.

Our financial condition is by no means desperate. The rapid accumulation of debt was arrested, before it had so far surpassed the power of our revenues, as to render a return within the limits of a sound condition hopeless. The able expositions of 1842, and the sound legislation of that year, satisfied the people of this fact, and the taxation necessary to render this return safe and sure, was cheerfully submitted to. The improvement of the revenues of the canals has already laid the foundation of a sinking fund, rendering the speedy reduction of that debt certain, if aided by the whole power of those revenues. Retrenchment of expenditures, it is hoped, may do something towards bringing the payments from the General Fund within its revenues, and the whole State tax, for the present year, will at least relieve it from the accumulation of further debt, and afford time for so strengthening its resources or diminishing its expenses, as to give it power to commence the reduction of its heavy debt. The question submitted to us, therefore, is not that submitted to the legislature of 1843, whether we will attempt to bring to order and soundness deranged finances, and restore a fallen credit; but whether, finding our financial condition substantially sound, and our credit high, we will maintain both in that desirable condition, and as soon as it can be done consistently with these objects, relieve our whole people from the tax which the restoration of 1842 imposed upon them.

We take the following interesting article from the Philadelphia U. S. Gazette:

#### SCHUYLKILL NAVIGATION.

The report of the Board of Managers to the Stockholders of the Schuylkill Navigation Company, was submitted at the annual meeting yesterday. Dr. George B. Wood in the chair; Geo. W. Smith, Secretary. It shows that coal has been brought to this city from the Pottsville region, during the season past, on the Navigation, at a little over one dollar per ton, including toll, freight, and unloading. The amount of coal brought down this year is 398,000 tons, being but 11 per cent. less than the quantity brought down last year. There has, on the other hand, been an increase of 12 per cent. on ascending miscellaneous trade, and of 21 per cent. on that descending. The increase in the tonnage of the single item of iron, is 60 per cent. The whole amount of miscellaneous weight is 178,000 tons. There has also been an increase of the amount received from rents of water-power, it being now \$20,000. At the very low rate of toll, of one-third of a cent per ton per mile on coal, the receipts of the company have still been adequate to pay expenses and repairs, meet the interest upon loans, and leave a balance of more than twenty thousand dollars. There was, accompanying the report submitted to the stockholders, a detailed plan for the Improvement of the Navigation, prepared at their request by the President, which had been unanimously adopted by them, and was recommended for adoption by the stockholders. This plan proposes a deepening of the Navigation to five feet and a half, and the construction of a new tier of locks of 110 feet in length by 18 feet in width. The entire expense, including a large margin for contingencies, is

estimated at one million and eighty thousand dollars. It is thought that its work may be accomplished in two seasons, and that the trade need not be materially interrupted. It proposes to diminish the number of lift locks, now 96, to 65, by increasing the lifts. It states the length of canal on the line to be 57 miles, and of the slack water navigation to be 51 miles, of which last 20 miles is already of the required depth. It is not supposed that any considerable widening will be necessary, nor is it contemplated to raise materially any of the levels, nor in any way to give rise to heavy claims for damages. The supply of water is stated to be fully adequate to the contemplated improvement.

The present work has cost about one million, of which sum, near half a million has been paid from the earnings. The capacity of the Navigation will be more than doubled by the proposed improvement, at a cost of about one million. The importance of this consideration arises from the constant development of the immense trade of the Schuylkill coal region, already near one million, and soon to reach two millions. The paramount advantages of the trade of this region over others, is stated to consist in this work penetrating the heart of the great coal field, admitting of numberless ramifications tributary to it, whereas in other regions the works attack the extremities. The most interesting and exciting passage in the views of the President is probably that which refers to the successful use of steam in the navigation of canals, thus connecting our great coal field with the most remote point reached by navigation, without the necessity for transshipment or delay. There is no allusion to, or invidious comparison with, any rival work. We are reminded that "cheap coal and cheap iron have made England the workshop of the world;" and an interesting reference is made to the probable immense increase in the manufacture of iron, soon to take place in the valley of the Schuylkill. The report having been read, the following resolutions were submitted by Henry J. Williams, Esq., enforced by some cogent and pertinent remarks from that gentleman, expressive of his high confidence in the source from which it emanated, in the Board who had sanctioned it by their unanimous approval, and his own convictions of the advantages of the improvement. After full discussion they were adopted, with scarcely a dissenting voice. The meeting was unusually large, and all seemed earnest in the work.

Resolved, That the Report of the President of the Company, made in pursuance of the request of the Managers, and recommended in their resolution on the subject of an improvement of the works of the Company, be, and the same is now adopted, and cordially approved by this meeting, and that the Managers be requested to proceed with the execution of the plan proposed, in the most earnest and energetic manner, so soon as means shall be obtained, sufficient in their opinion to warrant them in doing so.

Resolved, That for the purpose of enabling the Managers to carry into effect the foregoing resolutions, and to provide for expenses and contingencies, which may occur during the progress of the work, the Managers be, and they hereby are, authorized to borrow or raise the sum of twelve hundred and fifty thousand dollars, and that an ordinance to that effect be enacted.

We understand there has been some change in the Direction of this Company, which has not arisen from any difference of views as to the policy to be adopted, but from several gentlemen in the old Board having expressed their wishes to retire.

The following gentlemen were elected:  
President—Solomon W. Roberts.

Managers—Thomas Frith, John Sergeant, William E. Hacker, Mordecai D. Lewis, William H. Dillingham, John W. Claghorn, Henry C. Corbit, William Ashbridge, Jacob G. Morris, John C. Cresson, Richard D. Wood, Samuel Bispam.

Treasurer and Secretary—Claudius Harper.

**SUPPLY OF COAL.**—The following statement will show the quantity of Anthracite coal shipped from the different regions in 1844, in comparison with 1843.

	1844.	1843.
Schuylkill Canal,	398,443	447,058
Rail Road,	441,491	230,237
Pinegrove,	34,916	22,905
Schuylkill County,	874,850	700,200
Lehigh,	377,821	267,734
Lackawana,	251,005	227,605
Wilkesbarre,	114,906	58,000
Shamokin,	13,087	10,000
	1,631,669	1,263,539
	1,263,539	

Increase in 1844, 368,130 Tons.

The supply this year, over and above the consumption of last year (which was 1,213,537 tons) is 368,130 tons, a large increase, but it is not believed to be more than the market requires.

Furnaces and factories have been reopened, and new ones erected and put in operation in all parts of the country, and hence a vastly augmented demand for coal. Anthracite coal, too, is very generally used on steamboats, and it is estimated that 500 tons per day are consumed in boats leaving the city of New York alone, and it has been introduced into use in almost every business where a steam engine is employed. This greatly increased consumption has necessarily demanded an increased supply. In every district within the circumference of the different coal regions, there has been a greatly augmented supply over 1843. In the Wilkesbarre region, which belongs to the same formation with the Lackawana, and is part of the same field, it has been augmented from 58,000 to 114,906 tons, although it is probable, that little more than the usual quantity has reached tide water; the furnaces, &c., in the vicinity of Danville, having consumed within the past year from 40,000 to 50,000 tons.—*Miner's Journal*.

#### COAL TRADE.

**Preparations for the Coal Trade of 1845—Back Track Railroad—Increase of Business.**—We are gratified to state that the Lehigh Coal and Navigation Company have completed all their arrangements for mining and delivering their coal into boats, for the present year, on the new system of allotting the work to several distinct companies or sets of contractors, instead of giving the whole to a single company as heretofore.

The Summit Hill or Old Mines, which it is known are principally worked by quarrying out the coal in open day, by first removing the superincumbent rock and earth, have been divided into the following sections, and contracts made for quarrying and delivering therefrom the following quantities of coal.

Summit Mines (Broadrick & Davis Contractors) 70,000 tons. Springdale Tunnel (Mc Lean & Williams) 40,000. South Mines (Broadrick & Bertsch) 60,000. North Mines (Weiss & Belford) 40,000. Making in the aggregate to be taken from these mines 210,000 tons. From the Companies Room Run Mines at Nesquehoning, the contractors, Messrs. Packer, Harlan &

Co., are preparing to deliver from 70 to 80 thousand tons; so that the whole product of the Company's mines, this season, should these arrangements be carried out, will not fall much short of 300,000 tons.

By means of the New Back Track Railroad which the Company are now constructing, which is nearly graded, and will be finished in all its parts and appendages early in the boating season, the Company have been enabled to put into the hands of contractors, Messrs. Lockhart & Barnes, the transporting, screening and delivering into boats the whole of the coal from the Summit Mines, at a reduction of 10 to 15 cents per ton on the cost of delivering last year.

But the advantage of this novel contrivance for returning the cars to the mines by gravity, is not confined simply to the reduction of expenses in the transportation business; for without any great increase in the number of cars now in use, the business of the present descending track, may be augmented three or four fold. How a road can be constructed for returning trains of cars by gravity to the top of a mountain, which is several hundred feet higher than the terminus of the descending track, or point of starting may appear mysterious, and require some explanation. The Mauch Chunk Mountain, upon the summit of which the Lehigh Company's large mines are located at a distance of nine miles from their landing at the town of Mauch Chunk, extends in a direct line from the mines to the latter place, or landing, maintaining its elevation the whole distance; but is broken off abruptly at the landing by the Lehigh river. The descending road upon which the loaded trains run by gravity from the summit mines to the landing, is located down the side of this mountain, at such a grade as that in the distance of nine miles, it reaches its base at the shutes at Mauch Chunk, where the cars are discharged.

The empty cars are then run a short distance to a point near the end and base of the same mountain, whereby an inclined plane and stationary engine power they are elevated at once in trains to the summit of the mountain, from whence by the new Back Track they commence their return by gravity to the mines, wending their way along the side of the Mountain until they reach a point opposite the mines, where they are again elevated by means of a plane and stationary engine to the summit, to be reloaded with coal and sent down the descending road. By this novel arrangement, locomotive power is entirely dispensed with; and the only power required for doing almost any amount of business, is that of the two stationary engines at the points mentioned, for elevating the empty cars; all the rest is accomplished by gravity, which is the cheapest of all powers yet discovered.

The Beaver Meadow and Hazleton Companies, we are informed, have also placed their works under contract for the present year; and the contractors are now busily engaged in preparing for an increased business. The Buck Mountain Company, we are told, intend to put their works in a condition to do a large business this season, and place them under contract; and some expectations are entertained that the Summit Coal Co. will be able to get into operation soon. From the contracts already entered into, and the preparations being made, we anticipate an increase in the coal trade of the region this year over that of last, of at least 100,000 tons; which will bring the shipments of 1845 up to nearly half a million!—*Carbon County Gazette*.

**EXTENSIVE MINING.**—Mr. John Daniels mined from a single slope on the Delaware



Company's property, fifty-five thousand tons of coal during the year 1814, being much the largest quantity of coal ever taken from a single slope in this region, in one year.—*Miner's Jour.*

**THE NEWCASTLE MANUFACTURING COMPANY** continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires; Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

**ANDREW C. GRAY,**

President of the Newcastle Manuf. Co.

**RAILWAY IRON, LOCOMOTIVES, Etc.** The subscribers offer the following articles for sale:

Railway Iron, flat bars, with countersunk holes and mitred joints.

	lbs. per ft.
350 tons 2 by 15 ft. in length weighing 4 68	
280 " 2 " 1 1/2 " " " 3 50	
70 " 1 1/2 " 1/2 " " " 2 1/2	
80 " 1 1/4 " 1/2 " " " 1 26	
90 " 1 " 1/4 " " " 1 1/8	

with spikes and splicing plates adapted thereto. To be sold free of duty to State governments, or incorporated companies.

Orders for Pennsylvania Boiler Iron executed.

Railroad Car and Locomotive Engine tires, wrought and turned or unturned, ready to be fitted on the wheels, viz: 30, 33, 36, 42, 44, 54 and 60 inches diameter.

E. V. Patent chain cable bolts for railway car axles, in lengths of 12 feet 6 inches, to 13 feet 2 1/2, 3, 3 1/2, 3 3/4, and 3 1/2 inches diameter.

Chains for inclined planes, short and stay links, manufactured from the E. V. cable bolts, and proved at the greatest strain.

India rubber rope for Inclined planes, made from New Zealand wax.

Also—Patent hemp cordage for inclined planes and canal towing lines

Patent felt for placing between the iron chair and stone block of edge railways.

Every description of railway iron, as well as locomotive engines, imported at the shortest notice, by the agency of one of our partners, who resides in England for this purpose.

A highly respectable American Engineer resides in England for the purpose of inspecting all Locomotives, Machinery, Railway Iron, etc., ordered through us.

**A. & G. RALSTON & CO.**

No. 4 South Front st. Philadelphia, Pa.

**RAILROAD IRON & FIXTURES.**

The subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

**DAVIS, BROOKS, & CO.,**

21 Broad st., N. Y.

**BOSTON AND MAINE RAILROAD.—UPPER ROUTE.**  
BOSTON TO PORTLAND—via Medford, Woburn, Wilmington, Andover, Bradford, Haverhill, Plaistow, Kingston, Exeter, Newmarket, Durham, Methuen, Dover, Somersworth, South and North Berwick, Wells, Kennebunk and Saco.

**WINTER ARRANGEMENT.—1844-5.**

On and after Monday, Oct. 21, 1844, the Passenger Trains will run daily, Sundays excepted, as follows, viz:—  
Leave Boston for Portland at 7 1/2 A. M. and 2 1/2 P. M.  
Leave Boston for Somersworth at 7 1/2 A. M., 2 1/2, and 3 1/2 P. M.  
Leave Portland for Boston at 7 1/2 A. M. and 3 P. M.  
Leave Somersworth for Boston at 4 1/2 A. M., 9 1/2 A. M., 4 1/2 P. M.

Passengers are not allowed to carry baggage, beyond \$50 in value, unless notice is given, and an extra amount paid, at the rate of a price of a ticket, for every \$500 additional value.  
CHAS. MINOT, Superintendent.

**BOSTON AND LOWELL RAILROAD.**

On and after Friday, Nov. 1st, 1844, the Passenger Trains will run as follows:—  
Leave Boston at 7 and 11 A. M., 2 and 5 P. M.  
Leave Lowell at 7 1/2 and 11 A. M., 2 1/2, and 5 1/2 P. M.  
Fare 75 cents.

The Coaches of Messrs. D. G. Cummings and B. P. Cheney, Nos. 9 and 11 Elm street, will convey passengers between the Depot in Lowell street, and places within a moderate distance, for 12¢ each.  
CHAS. S. STORROW, Agent B. & L. R. R. Co.

**CONCORD RAILROAD.**  
MERCHANDISE TRAINS will run daily as follows:—  
Leave Boston at 3 1/2 P. M., and arrive at Concord the same evening.

Freight should be delivered at Concord and Boston an hour before leaving, to ensure a delivery by the first succeeding Train.  
All passengers' baggage should be marked, and when valued at more than \$50, notice should be given and extra charges paid, or no claim for damage or loss beyond such sum will be allowed.  
N. G. UPHAM, Sup't.

**NASHUA AND LOWELL RAILROAD.**  
PASSENGER TRAINS will run as follows:—  
Leave Boston at 7 A. M.; 11 A. M.; and 5 P. M.  
Leave Nashua at 6 1/2 A. M.; 1 1/2 P. M.; and 5 P. M.

**BOSTON AND WORCESTER RAILROAD.**  
CHANGE OF HOURS.—WINTER ARRANGEMENT.—Commencing December 11, 1844.

Accommodation Trains, daily, except Sundays.  
From Boston at 7 A. M., 9 A. M., and 2 1/2 P. M.  
From Worcester at 7 A. M., 10 A. M., and 6 P. M.  
Newton Trains, daily except Sundays.  
From Boston at 9 1/2 A. M., 3 P. M., and 5 P. M.  
" Newton at 8 A. M., 10 A. M., and 4 P. M.  
The New York Train for Norwich.  
Monday, Wednesday and Friday, from Boston, at 4 P. M.  
New York, via Long Island Railroad.  
Tuesday, Thursday and Saturday, from Boston, at 7 A. M.  
New York, via New Haven.  
From Boston at 9 A. M. and 2 1/2 P. M.  
Sunday Mail from Boston at 2 P. M.—from Worcester at 7 A. M.

All baggage at the risk of its owner.  
Fares are less when paid at the Ticket Offices than in the Cars.  
WM. PARKER, Sup't.

**WESTERN RAILROAD.**  
WINTER ARRANGEMENT.

On and after the 11th December, 1844, the Passenger Trains will leave as follows, Sundays excepted:—  
Boston at 9 A. M. and 2 1/2 P. M. for Albany.  
Albany at 8 A. M. and 1 1/2 P. M. for Boston.  
Springfield at 7 A. M. and 3 P. M. for Albany and Boston.  
Boston at 2 1/2 P. M. for New York via Springfield and New Haven.

For Albany and Buffalo.  
Leave Boston at 9 A. M., reach Albany at 3 1/2 P. M.—Leave Boston at 2 1/2 P. M., arrive at Springfield at 7 1/2 P. M.—leave next morning at 7 o'clock, arrive at Albany at 12 1/2 P. M.  
Passengers leave Albany for Buffalo at 8 A. M.

**NEW ROUTE FOR NEW YORK.**  
VIA HARTFORD AND NEW HAVEN.  
FARE THROUGH FIVE DOLLARS.

Leave Boston at 2 1/2 P. M., and reach Springfield at 7 1/2 P. M.—thence direct by Railroad to Hartford and New Haven, and thence by Steamboat to New York, arriving at 5 A. M. Returning—leave New York at 6 1/2 A. M. and arrive at Springfield at 3 P. M., and thence to Boston, arriving at 8 P. M. Berths on board the Steamboat may be secured in Boston at the Ticket Office.

For Northampton, Greenfield, Haverhill, &c. Stages leave Springfield for the above places, upon the arrival of the evening trains. Stages also run from West Brookfield to Ware, Enfield, New Braintree and Hardwick—from Palmer to Three Rivers, Belchertown, Amherst, Ware and Monson—from Wilbraham to South Hadley and Northampton, and from Pittsfield to Adams and Williamstown.

The Trains of the Hudson Railroad connect at Chatham—those of the Housatonic Railroad at State line.

Merchandise Trains run daily, Sundays excepted, to Albany, Hudson, Bridgeport, Hartford, New Haven and New York.

For further information, apply to CHARLES A. READ, Agent, 27 State street, Boston.

JAMES BARNES, Superintendent and Engineer.

**FITCHBURG RAILROAD.**

**OPEN TO ACTON.**

Passenger Trains will run as follows:—  
Leave Charlestown at 8 A. M. and 1 and 1 1/2 P. M. Leave West Acton at 7 30 and 10 30 A. M., and 5 15 P. M.

Stages, on the arrival of the first Train of Cars at Acton, leave daily (Sundays excepted) for Littleton, Groton, Townsend, Lunenburg, Fitchburg, Ashburnham, Winchendon, Westminster, South Gardner, Templeton, Phillipston, Athol, Mass.; Fitzwilliam, Troy, Swansea, Keene, Walpole, Charlestown, N. H.; Chester, Windsor, Woodstock, Rutland, Middlebury, Royalton, Montpelier, and Burlington, Vt.

For further information, apply to THOMAS A. STAPLES, No. 36 Hanover st., or L. BIGELOW, No. 11 Elm st., Boston. Passengers leaving their names at the above offices, will be supplied with Railroad and Stage tickets, and conveyed to the Fitchburg Railroad Depot, free of charge.

Coaches will be at the Depot in Charlestown, on the arrival of the Cars, to convey passengers to any part of the city.  
S. M. FELTON, Engineer.

**BOSTON AND PROVIDENCE RAILROAD.**  
PASSENGER NOTICE.—Winter Arrangement.—To commence Monday, November 4.

On and after Monday, Nov. 4, the Passenger Trains will run as follows:—

For New York—Night Line, via Sound Steamers—Leave Boston at 4 P. M. on Tuesday, Thursday and Saturday.

For New York—Morning Line, via Long Island Railroad—Leave Boston at 8 A. M. on Monday, Wednesday and Friday.

Boston, Providence, Taunton, New Bedford and Way Trains.

Leave Boston at 8 A. M., and 3 1/2 P. M.; and Providence at 8 A. M. and 3 1/2 P. M.

Taunton at 8 1/2 A. M. and 3 1/2 P. M.

New Bedford, at 7 1/2 A. M. and 2 1/2 P. M.

Dedham Trains.

Leave Boston at 9 A. M.—3 P. M., 5 P. M.

Dedham at 7 50 A. M., 10 1/2 A. M., 4 1/2 P. M.

All baggage is at the risk of the owners thereof.  
WM. RAYMOND LEE, Sup't.

**LONG ISLAND RAILROAD COMPANY.**  
Trains run as follows, commencing November 1st, 1844:

Leave Brooklyn at 8 a. m. (7 1/2 New York side)—Boston Train—for Greenport, daily, Sundays excepted, stopping at Farmingdale and St. George's Manor.

Leave Brooklyn at 9 1/2 a. m. for Hicksville and intermediate places, daily; and on Tuesdays, Thursdays and Saturdays, through to Greenport and intermediate places.

Leave Brooklyn at 4 p. m. for Hicksville and intermediate places, daily, Sundays excepted; and on Saturdays to Suffolk Station.

Leave Greenport for Brooklyn, Boston Train, at 1 p. m. or on the arrival of the steamers, daily, Sundays excepted, stopping at St. George's Manor and Farmingdale.

Leave Greenport at 9 1/2 a. m. Accommodation Train, for Brooklyn and intermediate places, on Mondays, Wednesdays, and Fridays.

Leave Hicksville for Brooklyn and intermediate places, daily, Sundays excepted, at 7 a. m. and 1 1/2 p. m.

ON SUNDAYS.

Leave Brooklyn for Hicksville and intermediate places, at 9 1/2 a. m.

Leave Brooklyn at 4 1/2 p. m. for Jamaica.

Leave Hicksville at 2 1/2 p. m. for Brooklyn.

Leave Jamaica at 8 a. m. for Brooklyn.

Leave Jamaica at 3 1/2 p. m. for Brooklyn.

FOR ALBANY AND BOSTON.

Via New Haven, Hartford, Springfield, and Western Railroads.

Composed of the following steamers:—

NEW CHAMPION, Capt. Stone; GLOBE,

Capt. R. Peck; NEW YORK, Caps. —

One of which will leave New York, from Peck Slip, daily, (Sundays excepted,) at 6 1/2 o'clock.

Fare to Boston.....\$5.

Railroad Cars leave immediately on the arrival of the above steamers at New Haven, and taking passengers through to Albany and Boston the same afternoon.

The steamboat BELLE, Capt. Roath, will leave New York every Monday, Wednesday, and Saturday afternoon at 4 o'clock.

N. B.—Freight for Albany, Springfield, and intermediate places taken by this line at low rates.

For further information inquire of D. B. Allen, 34 Broadway, up stairs; or G. W. Corlies, 283 Pearl street.

**NEW YORK AND ERIE RAILROAD.**

On and after Monday, December 2d,

until further notice, the steamboat —

will leave the foot of Duane street every morning, Sundays excepted, at 8 o'clock, for passengers, and every afternoon at 3 o'clock, for freight and passengers.

Returning, the cars will leave Middletown at 6 1/2 a. m. and 3 1/2 p. m.

Stages for the West, leave Middletown upon the arrival of the morning cars, from the city.

Freight received from 9 o'clock, a. m. to 2 1/2 o'clock, p. m.

For further particulars inquire of the Captain, on board, or of J. Van Rensselaer, Agent, cor. Duane and West streets.

H. C. SEYMOUR, Superintendent.

**PHILADELPHIA AND READING RAILROAD.**

WINTER ARRANGEMENTS on and after December 1, 1844.—No Passenger Trains will run on Sundays.

Hours of Starting.

From Philadelphia at 9 A. M., daily.

From Pottsville at 9 A. M. daily, except Sundays.

FARES.

1st Class Cars. 2d Class Cars.

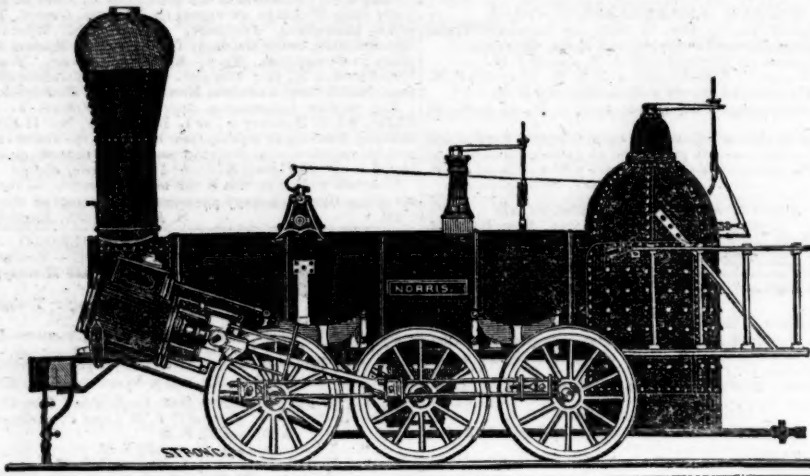
Between Philad. and Pottsville, \$3 50 \$3 00

" " Reading, 2 25 1 90

All passengers are requested to procure their tickets before the train starts.

# NORRIS' LOCOMOTIVE WORKS,

BUSH HILL, PHILADELPHIA, Pennsylvania.



MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class	1,	15 inches Diameter of Cylinder,	× 20 inches Stroke.
"	2,	14	" " × 24 " "
"	3,	14½	" " × 20 " "
"	4,	12½	" " × 20 " "
"	5,	11½	" " × 20 " "
"	6,	10½	" " × 18 " "

With Wheels of any Dimensions, with their Patent Arrangement for Variable Expansion.

Castings of all kinds made to order: and they call attention to their Chilled Wheels, for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

## NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

Length of Road, 33 96-100 miles.

Capital, \$2,000,000.

JOHN S. DARCY, Esq., President.

ROBERT SCHUYLER, Esq., Vice President.

J. P. JACKSON, Esq., Secretary.

J. WORTHINGTON, Esq., Treasurer.

Leave New York, foot of Courtland street.	DAILY.				SUNDAY.	
	A. M.		P. M.		A. M.	P. M.
For Newark.....	9, 11, 12.....		2, 3, 4 3-4, 6, 7 1-2		9.....	4 3-4
" Elizabethtown.....	9, 11.....		2, 3, 4 3-4, 6.....			
" Rahway.....	9, 11.....		3, 4 3-4, 6.....			
" New Brunswick.....	9.....		3, 4 3-4.....			
Leave						
New Brunswick.....	6, 7 1-2, 11 1-2.....		8 3-4.....		11 1-2	8 1-2
Rahway.....	6 3-4, 7, 8 1-4, 12.....		4 3-4, 9 1-4.....			
Elizabethtown.....	7, 7 1-2, 8 1-2, 10 1-2, 12		3 1-2, 5.....			
Newark.....	7 1-2, 8 1-4, 9, 11.....		11 2, 4, 5 1-2, 7, 9 3-4		11 3-4	9 3-4

For New York.

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 4 3-4 P. M. to meet the Somerville train, and for Philadelphia.

## TABLE OF DISTANCES AND FARES.

	New York.		Newark.		Elizabethtown.		Rahway.		N. Brunswick.	
	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.
New York.....			9 1-4	25	14 1-2	31 1-4	19 3-4	31 1-4	31 1-2	50
Newark.....	9 1-4	25			5 1-2	12 1-2	10 1-2	25	22 1-2	50
Elizabethtown.....	14 1-2	31 1-4	5 1-2	12 1-2			5	12 1-2	16 3-4	50
Rahway.....	19 3-4	31 1-4	10 1-2	25	5	12 1-2			11 3-4	37 1-2
New Brunswick.....	31 1-2	50	22 1-2	50	16 3-4	50	11 3-4	37 1-2		

## PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD—MORNING LINE.

The Train carrying the United States Mail leaves Pratt street Depot daily (except Sundays), at 9 o'clock, A. M. Passengers arrive in Philadelphia at about 3½ o'clock, and in full time for the evening lines for New York.

Evening Mail Line to Philadelphia per Railroad. The Evening Mail Train for Philadelphia, leaves the Pratt street Depot, daily at 8 o'clock P. M. through in seven hours.

The return Trains leave Philadelphia respectively at 8 A. M. and 4 o'clock P. M., and reach Baltimore at 2½ and 11 o'clock, P. M.

Freight to or from Philadelphia, taken daily (except Sundays) from President street Depot, at 50 cents per 100 lbs.

A. CRAWFORD, Agent.

## RICHMOND AND PETERSBURG RAILROAD.

Winter Arrangement.—Change of Hours.

On and after Wednesday, the 13th day of Nov. 1844:

Mail Train

Leaves Richmond, daily, at 1½ o'clock, p. m.

Leaves Petersburg, daily, at 5½, a. m.

Accommodation Train

Leaves Richmond, daily, Sundays excepted, at 10½, a. m.

Leaves Petersburg, daily, Sundays excepted, at 8, a. m.

THEODORE S. GARNETT, Agent.

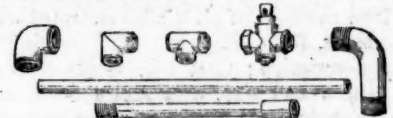
N. B. The hours are given in Richmond time, which is fifteen minutes in advance of Petersburg time.

TO RAILROAD COMPANIES AND BUILDERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

## PASCAL IRON WORKS.

### WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T's, L's, and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by

MORRIS, TASKER & MORRIS.

Warehouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

## NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

New Arrangement. Commencing Nov. 11th, 1844.

### NEW YORK AND NEWARK.

Fare Reduced to Twenty-Five Cents.

From the foot of Courtland street—Daily, Sundays excepted. Leave New York, at 9, 11, and 12 o'clock, a. m. and 2, 4, 6, and 7½ o'clock, p. m.

Leave Newark at 7½, 8½, 9, and 11 o'clock, a. m. and 1½, 4, 6, 7, and 9½ o'clock, p. m.

ON SUNDAYS, from the foot of Courtland street:

Leave New York at 9 o'clock, a. m. and 4½ p. m.

Leave Newark, at 11½, a. m. and 9½, p. m.

The Cars of the Morris and Essex Railroad line for Orange, Millville, Summit, Chatham, Madison, and Morristown, run through from Jersey City without change, and connect with 9, a. m. and 3, p. m. trains from New York.

### New York and Elizabethtown.

Leave New York at 9 and 11, a. m. and 2, 3, 4½, and 6, p. m. Leave Elizabethtown at 7½, 8½, 10½, and 12, a. m. and 3½ and 5, p. m.

The trains for Westfield, Plainfield, Boundbrook, Somerville, &c., connect with the 9, a. m. and 4½, p. m. trains from New York, daily, Sundays excepted.

Fare between New York and Elizabethtown, 31½ cents; do. New York and Somerville, 75 cents.

### New York and Rahway.

Leave New York at 9 and 11, a. m. and 3, 4½, and 6, p. m. Leave Rahway at 6½, 7, 8½, and 12, a. m. and 4½ and 9½, p. m.

### New York and New Brunswick.

From the foot of Courtland street, New York, daily. Leave New York at 9, a. m. and 3 and 4½, p. m. Leave New Brunswick at 6, 7½, and 11½, a. m. and 8½, p. m.

### ON SUNDAYS.

Leave New York at 9, a. m. and 4½, p. m. Leave New Brunswick at 11½, a. m. and 8½, p. m.

Fare, except in the Philadelphia trains, between New York and New Brunswick, 50 cents; do. Rahway, 31½ cents.

Newark, Elizabethtown, Rahway, and New Brunswick passengers who procure their tickets at the Ticket Office receive a ferry ticket gratis. Tickets are received by conductors only on the day when purchased.

The Commutation fare between New York and New Brunswick, and intermediate places, (including the Ferry,) has been reduced to \$65 per annum.

## BALTIMORE AND OHIO RAILROAD.

Hours of departure of the Passenger Trains on the "Main Stem" and "Washington Branch" of the Baltimore and Ohio Railroad, 30 March, 1844:

"Main Stem," Westwardly. For Cumberland, Hancock, Martinsburg, Harper's Ferry, Winchester, Frederick, Ellicott's Mills, and intermediate depots by the regular train, daily, at 7½ o'clock, a. m.

For Frederick and intermediate stations, by extra train, daily, except Sunday, at 4, p. m.

### Eastwardly.

From Cumberland, daily, regular train, at 8, a. m. "Hancock, do. do. 10½, a. m.

"Martinsburg, do. do. 11½, a. m.

"Harper's Ferry, do. 12½, p. m.

"Frederick, daily, except Sunday extra train, 8, a. m.

do. by regular train, 2, p. m.

"Ellicott's Mills, daily, by several trains, at 7½, a. m.

12, m. and 4½, p. m.

Fare in either direction between Baltimore and Cumberland \$7, and for intermediate distances at the uniform rate of 4 cents per mile.

Through tickets are issued between Baltimore and Wheeling, respectively, \$11; between Baltimore and Pittsburg, \$10; between Philadelphia and Wheeling, \$13.

### "Washington Branch"

From Baltimore at 9, a. m. 5, p. m. and 11½, p. m.

From Washington at 6, a. m. and 5½, p. m.

By order, D. J. FOLEY, Agent.

## WASHINGTON BRANCH RAILROAD.

In consequence of the adoption of a new schedule by the Post Office Department, the following changes in the departure of the Trains on this road will go into effect this day, viz:

The Train that has hitherto left Baltimore at 2 o'clock, A. M. will now leave on the arrival of the Cars from the East, at or about 11½ P. M. and the departure of the evening train from Washington for this city, will be at 5½ instead of 4 o'clock, as at present.

By order, D. J. FOLEY, Agent.